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Hongkong Daily Press.

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IT AT ONCE RELIEVES THE SKIN
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"SPECIAL BLEND" WHISKY
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NEW PREMIER CYCLES. Best American
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PORTLAND CEMENT.
Casks of 375 lbs. net \$5.00 per Cask ex Factory.
Bags of 250 lbs. net \$3.00 per Bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
H. K. Kong, 1st August, 1904. [a1451]

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PRODUCE the Highest Class AERATED
WATERS in the Far East on account
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of their goods, and the cleanliness, &c., are all
under strict supervision of Europeans only.
REPORT OF AN EXPERT.

The representative of Messrs. BEATBY and
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Engineers and Chemists, Manchester, visited our
factory recently in the course of a tour amongst
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surprised at the compactness of our factory and
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a great many. He also reported that the
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F. F. DANENBERG,
General Manager.
Hongkong, 11th May, 1904. [122]

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Hongkong, 21st December, 1903. [a38]

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AQUARIUS SPARKLING MINERAL TABLE WATER
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Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS

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See analysis and certificate by Professor Cassal.

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Hongkong, 8th July, 1904. [a4a]

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Hongkong, 20th April, 1904. [a333]

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STONE GINGER-BEER.
YCLEFT "POP."

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With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS IN 2 SECONDS.
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Hongkong, 3rd October, 1900.

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Launches. Castings in Brass and Iron.
Moderate charges. Work solicited.
J. D. EDWARDS,
Manager.
Amoy, 3rd December, 1903. [151]

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SHIPPERS.

Ship only the Finest Quality
Extra Dry (Green Seal)
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Sole Agents.
Hongkong, 18th May, 1903. [126]

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JUST Unpacked, a Varied Assortment of
TOILET and NURSERY SPONGES
of different sizes and prices.
Quality as regards durability will speak for
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Inspection earnestly solicited.
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No. 5, D'Aguiar Street,
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Hongkong, 1st August, 1904. [1374]

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10, ICE HOUSE ROAD.

FIRST-CLASS PRIVATE HOTEL.
Cool Rooms, Elaborately Furnished. Com-
fort of Residents and the Cuisine a specialty.
For terms apply—
B. F. HOWARD,
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Hongkong, 2nd July, 1904. [1621]

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Elegantly Furnished Reading, Drawing
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Wines and Groceries specially imported by
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Exits on every floor.
MODERATE CHARGES! (No Extras!)
H. HAYNES,
Manager. [a43]

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FROM THE TRAMWAY TERMINUS
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Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
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Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
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MANAGER.
Hongkong, 10th June 1903. [a1892]

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A FIRST CLASS HOTEL Situated near
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Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Launch Service for Guests.
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MANAGER.
Hongkong, 31st October, 1902. [a49]

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HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
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Comfortable accommodation for travellers
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colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (ss. *Heungshan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOAVISTA"
For Terms, apply to
THE MANAGER. [a224]

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A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable
WM. FARMER,
Proprietor. [a1362]

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DEATH.
On the 26th July, at Kuling, of typhoid fever, the Rev. CHARLES ROBERTSON, London Mission, Hankow, aged 34 years. "Called to higher service."

The Daily Press.
HONGKONG OFFICE: 14, DE VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.
HONGKONG, 2ND AUGUST, 1904.

The food faddists are so numerous and various, and their contributions to the world's boredom so distressingly frequent, that an article like "Economic Nutrition," in the current number of the *Contemporary*, is liable to escape the attention it deserves. The late Mr. GLADSTONE's not very alluring advice to "chew each morsel of food at least thirty-two times" is taken as text for a homily which, being obeyed, is to considerably reduce the ills that human flesh inherits. Many impressionable people are by the "chow cranks" from time to time scared into a moderation which has first given them the empty feeling of an "aching void," and afterwards driven them to the opposite extreme of the barbarian joys of repletion. This, we are now told by E. WAKE COOK was a false, or "habit-hunger," akin to the "mouth-appetite" of the boy who complained that his mouth was hungrier than his stomach. In venturing the observation that in the Far East there is quite a noticeable lot of that same "mouth-appetite," we would repudiate all intention or desire to appear "preachy." There is a tide in the life of men which, taken at the flood, leads to a hearty and whole-souled recognition of the joys of the table. The man who does not appreciate a well-cooked and well-served dinner must have something the matter with him—or be in love, which is much the same thing, if the professor who recently discovered the bacillus *anorexiae* be a credible person. Whatever may be said about quan-

tity—and rude things have been said about the anti-breakfast faddists—there is a good deal that is convincing in this present article's development of the Gladstonian practice of hyper-mastication. It is found in that practice that "after thorough mastication all that is properly reduced and assimilated is swallowed by an involuntary impulse, while all hard, stringy, indigestible substances which would cause trouble if passed into the stomach, are, by the reflex muscles, returned to the mouth for further chewing or actual rejection." This function is described by Dr. VAN SOMEREN as a "new reflex of deglutition." Defenders of the cat-heartily-and-fear-not method maintain that the stomach requires a solid nucleus to work on; but according to the physiologists, a large proportion of the matter we eat cannot be assimilated, and has to be reduced by bacterial and putrefactive processes—a fact which must arouse unhappy memories in the gourmand. "That fell disease, which brought about such a 'dramatically sudden arrest of our King's coronation preparations, appendicitis,' would be a thing of the past (says Mr. COOK) 'if everybody would only swallow food that has been 'Fletcherised.' The last word was coined in America—notorious land of lightning lunches—where a Mr. HORACE FLETCHER has started a crusade with Mr. GLADSTONE's quoted dictum as a motto. This crusade was deemed of sufficient importance for treatment in the *Lancet*, where Dr. HARRY CAMPBELL, noting the wonderful results of Mr. FLETCHER's methods, had much to say of mastication as a lost art. This is what he calls the "age of pap"; and he attributes much illness, the decline in the physical beauty of the race, and the amazing multiplication of dentists, to the modern vice of bolting food. Appendicitis is more common, not because it was, as some cynics have suggested, made fashionable; but because (and Sir FREDERICK TEEVES stands sponsor for this) meals are so much hurried over. It is not only the business man who takes his meal standing who is guilty; so are many good people who sit an hour and a half at table. The secret of their trouble is too much table-talk. They have to bolt what they can between epigrams or worse. Growing children require generous feeding; older folk only think they do. There seems little doubt, however, that the gentle discipline of chewing would benefit everybody. We have, it seems, to go to the cow, not only for our food, but for the proper way to eat it."

General Ma is building forts along the Chinese frontier.

A great many Chinese officials at Peking have resigned recently.

Mrs. Bagby, of Shanghai, succumbed to typhoid on July 25th, in the hospital at Shanghai.

The s.s. *Itabal*, with 1,971 coolies, arrived at Durban on the 26th July, after a fair passage. Coolies are reported all well.

The Shanghai *Mercury* mentions that the British destroyer *Jenise* buckled her bow by running on to rocks near Weihaiwei, in a fog.

Punch has had another "happy thought." It pictures the Russian bear standing uneasily on an iceberg that is being melted by the "Rising Sun" of Japan.

Gossy declares that the Tsar is between two domestic fires, the Tsarina suing for peace at any price, and his Imperial mother advising the most rigorous prosecution of the war.

Weihaiwei enterers are indignant because a Shanghai paper spoke of the "ravenous rates" charged against holiday-makers up there. The average rate is \$6 or \$7 per day, with the usual reduction by month.

Government Notification No. 523 announces that "Black's Link," the road running along the north shoulder of Mount Cameron, and south of Mount Nicholson, from Wanchai Gap to Wongneichong Gap, is now a public road.

Mr. C. F. Goodhart, going to Europe on furlough, was the recipient of a specially kind letter from Vice-Admiral Noel, the Commander-in-Chief of the China Station. The Admiral most heartily thanked Mr. Goodhart in the name of the British fleet in China for the splendid result of his labours in China for the good of the British blue-jackets, culminating in the Naval Hall at Ichang, at present the finest on the China Station.

The *Peking* & *Tientsin Times* understands that in the course of the autumn Captain A. R. Douglas, B.A., will succeed Major Woods as Ordnance Officer in Tientsin. Captain Douglas is one of the finest "bats" in the British Army, and played for Surrey in its palmy days. He is the eldest son of Sir Robert K. Douglas, the keeper of the Oriental M.S.S. in the British Museum, who figures so constantly as an authority in "Things Chinese" and is the brother of the two Douglasses who played so brilliantly for Middlesex during the public school holidays.

The Portuguese community at Macao on Sunday observed the Carta Constitucional anniversary. A salute was fired from the fort at noon, and the Governor's palace and public buildings were illuminated at night. The Band played in the Garden of San Francisco on the Praia Grande from 8.30 to 10.30 p.m., a large number of people being present, including a considerable sprinkling of Hongkong residents.

Mr. W. R. McCallum, who took over charge of the interests of the Hongkong and Shanghai Bank from Mr. Rickett in April last, left per s.s. *Haiching* for Hongkong on Friday morning. He was most popular, says the *Poochow Daily Echo*, and leaves many who will regret his short residence here. Mr. McCallum is to be married to Miss Hunter in Hongkong on 2nd August, and we are sure that the best wishes of all the community are with them both for a happy and prosperous marriage. He is succeeded here by Mr. J. McArthur, who arrived from Amoy by s.s. *Haiching* with Mr. W. Knight, who takes charge of the E. E. A. & C. Telegraph Co. and receives a very hearty welcome as "old resident" in this port.

Public attention has centred upon the marksmanship of the belligerent ships in the Far East, but the poor gunnery of our own men-of-war in those waters has escaped notice, though it is a more important matter to us. Compared with last year's return the ships of the China Fleet are making very indifferent practice in prize firing. Last year the battleship *Ocean*, although she had only been in commission a few weeks, did infinitely better than she has this year. Her average for all guns was higher, and it is the average of all pieces rather than the excellence of an individual gun that would tell in action. While the *Ocean* did but indifferently, the battleship *Centurion*'s figures are so bad as to support the statements made about their incorrect sighting. The 10-inch guns—her principal weapons—only hit the target three times out of thirty-two attempts. Out of ninety-eight rounds fired from the 6-inch guns sixty-nine were misses; and this in a ship that has but lately had a thorough rest and is supposed to have had her guns brought up to date! This performance is so bad as to call for prompt and searching inquiry into the causes of it. It is common knowledge that the gun-sights of our Fleet are generally unsatisfactory. How much longer, asks *Pall Mall*, are we going to be content to permit them to remain in that condition?

POLICE COURT.

Monday, 1st August.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

LARCENY.
A soldier from Mount Austin Barracks charged the canteen bar-boy (the temperance bar) with larceny of a sovereign. The soldier gave the gold coin over the counter in payment for refreshments and the bar-boy gave him change for 20 cents. Defendant assumed complainant that he had only given him a 20-cent piece, but a search resulted in the sovereign being found at the bottom of a wash-up bucket.

THE CONFIDENCE TRICK.
A man was charged on three counts with obtaining money by means of the "confidence trick." He was in the habit of accosting people and showing them a roll of paper covered with one note—arroll, of course, which he had "found." One of his dupes offered to change the roll of supposed notes for a commission, and he gave defendant two diamond rings as security that he would not run away. When the fellow's back was turned the sharper disappeared.
Defendant pleaded "guilty," and asked Mr. Kemp to deal with the case summarily. He was sentenced to one year's imprisonment and six hours' stocks.

A REVOLVER.
Mr. Weissman was charged with keeping a revolver in his possession without permission from the police. Defendant said a customer had left it at his cafe; he, personally, never kept a revolver in his life.
The revolver was confiscated.

LAST NIGHT'S BOXING.

Last night's boxing exhibition at the City Hall attracted a very fair house. Mr. Ross gave ample satisfaction as referee.

Kynoch v. Blandford proved rather a poor display. The former was adjudged winner after the eight rounds had been fought out.

Spiko Emerton (H.M.S. *Eclipse*) the champion featherweight of the China Station, v. H. Samuels of Australia, was a pretty punching match. Emerton displayed remarkable agility in evading the clean shoulder blows of Samuels, also a good boxer, and at times excited the audience to forbidden applause. In the third round Emerton knocked out his opponent with a right hander on the jaw and a left on the body simultaneously.

Dwyer v. Dola, ten rounds, was an event characterised by hard hitting about the head, and little skill. It was a draw.

Baker v. Smith—both Artillery men—looked more like butchery than anything else. Baker, to begin with, went into the ring with his face all bruised—"closed for alteration and repairs," as it were. He proved no match for Smith. The referee stopped the fight after three rounds. A win for Smith.

Tarrant v. Thomas, four rounds, was rather "weak," and was drawn.
J. Christie, of Hongkong, v. Ted Smith, of H.M.S. *Eclipse*, a 20-round contest, finished up the evening. Christie knocked his man out in the 5th round. Mr. "Billy" Waters refereed this event with ability. It was a very fierce contest.
Spiko Emerton challenges all featherweights.

THE WAR.

[REUTER'S SERVICE.]

RUMOUR BY DEDUCTION.

LONDON, 29th July.

Reuter's correspondent at Weihaiwei wires no news from Port Arthur, but says that the return of the fleet (British) is regarded as an indication that it has fallen.

WAR ITEMS.

THE "KNIGHT COMMANDER."

The Lascar crew of the *Knight Commander* was taken to Yokohama by the C.N.S. *Tsuisan* on July 25th. The foreigners were retained as prisoners by the Russians. The *Tsuisan*'s captain saw two Japanese sailing vessels sunk off Izu on the 24th ult. The P. & A. chartered German steamer *Arabia*, with 30,000 barrels of flour, is supposed to have been taken to Vladivostok.

THE JAPANESE SOLDIER.

The special correspondent of the *Daily Graphic* in the course of a letter to his journal on the Yalu fight says:—The policy of secrecy pursued by the Japanese authorities does not permit of numbers being given to the world. The strength of divisions, brigades, battalions is never disclosed. The actual number of men under General Kuroki's command cannot, therefore, be obtained, and, on a wide front, under all the conditions of modern warfare, it is impossible to estimate it. Therefore I can only indulge in generalities; but I should say that a moderate estimate of the fighting strength of this wonderful army is 50,000 men. I never saw such soldiers. They are independent, intelligent, self-reliant. They are warriors born and bred. They can do everything for themselves, and do it willingly. They "carry on" all the day and half the night, and do it "at the run." I am lost in astonishment at and admiration of them. The civilian Japanese does not appeal to me. In fact I have no love for him. But the soldier is the cheeriest, hardest fighting, longest marching, all the time at it "bon diable" I have ever seen. He is the handiest man I have ever come across. He can rig up some sort of device to meet any emergency. His boots give out; he can make a pair of serviceable sandals in ten minutes from the grass and cane stalks all around. He is hungry; he can find the where-withal to satisfy himself in dozens of unlooked for places. He camps where he halts, and is comfortable before you can say "Knife." One of the most noticeable things about the army is the absence of unnecessary noise. I have not heard a bugle or band, drum, whistle, or rifle since I got to the front. No sonorous shouts of officers, sub-officers, and non-coms, echo down the ranks and squadrons. All is done quietly. Quietness and secrecy mark every movement, action, deed, or thought. This is as it should be in war; but when the time comes for the noise to begin the Japanese are not behindhand.

HEROISM OF RUSSIAN TROOPS.

The *Russkoye Slovo* published last month the following telegram from Liangyang:—

"When the Japanese, after having turned our right flank at Teliss, pressed upon the weary Russian troops who were falling back, General Samsonoff, the commander of the rearguard, ordered a battalion of the Tobolsk regiment to advance for the purpose of checking the Japanese pursuit. Another battalion of the regiment also advanced, and the remaining battalions were hurried up by train. As soon as the train reached the scene of the fighting the troops rushed from the carriages and hurried into the firing line with all speed. The enemy's turning movement was thus arrested. We had to lament the death of Lieut. Colonel Abouladze, the hero of this fight. The behaviour of the doctors and ambulance attendants, who remained the whole time under fire, was no less admirable than that of the soldiers. On the left wing our men, without waiting for instructions, had already driven the enemy from their trenches, when the order came to retire. They obeyed most unwillingly. The Japanese, advancing immediately, seized our trenches and began to shell our retreating men with machine guns."

The hardships of the retreat were terrible. Our men had to spend several nights in the open, lying on the bare ground, which heavy rains had rendered sodden. Many of them had no overcoats, having abandoned them in the trenches. Nevertheless, worn-out and famishing as they were after two days of hard fighting, these heroes retired in good order. Not a murmur passed their lips. Their only grievance was that our inferiority in artillery had made the day go against them. Many men who were wounded in the first day's fighting not only refused to leave the ranks, but would not go to the ambulance station to have their wounds dressed. 'The doctors,' they said, 'have enough to do without us.'

General Samsonoff, a cool and intrepid leader, qualities which have won him the affection of the soldiers, commands the cavalry and the rearguard.
"The Japanese artillery have the advantage over us in the quickness with which they find the range. Since their war with China the Japanese have made a minute study of this country. They have measured all the distances and know every fold of the ground, and hence can be certain of their aim from the beginning of a fight. All the positions have been divided by them into squares, so that they can shell the exact section where the enemy are located. Their batteries are so skillfully masked that they cannot be detected, and, in fact, in the battle of the 15th of June the position of three of their batteries could not be ascertained. They send picked marksmen to occupy heights which

appear to be inaccessible. These men are followed by others who scramble down the mountain side and appear where they are least expected. No stage of the fight is missed by them, for their batteries are connected by telephone and wireless telegraphy."

IS KUROKI FRENCH?

Several French soldiers, survivors of the Chinese expedition of 1856, are responsible for the statement that Gen. Kuroki, the redoubtable Japanese Commander in Manchuria, is in reality half French. His name, they say, is properly spelled Curique. According to the story of these soldiers, a French officer, Capt. Curique, while serving in China in 1856, married a Japanese girl. A son was born to them, who was given the Japanese name Kuroki, corresponding to the French Curique. This son is Gen. Kuroki. Capt. Curique died last year in France. Until the last, according to the story, which is taken from the *New York Tribune*, he corresponded with the son, who has since become famous. [This is a typical flight of American imagination. There is, of course, no foundation for the charming little romance.]

KING EDWARD'S VISIT TO KIEL.

SPEECHES BY THE KAISER AND THE KING.
At the brilliant banquet given in honour of King Edward's visit to Kiel the Kaiser proposed King Edward's health in the following terms:—

"It is a great satisfaction to me to offer your Royal and Imperial Majesty a welcome, for the first time on board a German warship. Choosing your way by the sea, your Majesty has come to German shores as the ruler of a great Empire, encompassing the world through the sea, and most kindly willing to take part in the German yachting arrangements. Your Majesty has been greeted by the thunder of the guns of the German Fleet, which is glad to see its honorary Admiral. It is the youngest creation among the fleets of the world, and an expression of the reviving sea activity of the German Empire, regenerated by the great Emperor of undying memory. Intended for the protection of its trade and of its territory, it also serves, like the German Army, the maintenance of the peace, which the German Empire has kept for over thirty years, and which Europe has preserved with it. It is known to everyone, by your Majesty's words and influence, that your Majesty's whole endeavours are directed to this very end—the preservation of peace. As I, too, have ever devoted all my might to attain this end, may God lend success to our efforts. In the unfading remembrance of the memorable hours spent together at Osborne, at the death bed of the great Monarch of the world-Empire now ruled by your Majesty, I empty my glass to the health of your Majesty."

I drink to the health of His Majesty the King of Great Britain and Ireland and Emperor of India.

THE KING'S REPLY.

King Edward, speaking in German, replied as follows:—

In offering your Imperial and Royal Majesty my most sincere thanks for the exceedingly kind words in which your Majesty has drunk to my health, I esteem myself happy already to have an opportunity of being able to give expression to my feeling of the deepest gratitude for the brilliant reception which your Majesty has prepared for me here. I am especially glad that it was possible for me to pay your Majesty a visit at a time of the year when I am usually most occupied with engagements at home. But the part which I have for many years taken in yachting exercised too great an attraction for me not to take the opportunity of convincing myself of your Majesty's success in gaining over so many devotees to this form of sport here in Germany too. With this was coupled the wish, if possible, to knit still more closely, by renewed personal intercourse, the intimate relations of kinship which have for so long a time connected our Houses. Your Majesty's appreciative reference to my unremitting endeavours for the maintenance of peace has deeply touched me, and I am happy in the certainty that your Majesty has the same object in view. May our two flags float side by side to the most remote ages, even as to-day, for the maintenance of peace and the welfare, not only of our own countries, but also of all other nations. I am proud to belong to your Majesty's fleet as honorary Admiral, even as my own fleet esteems it a high honour that your Majesty wears the British naval uniform given to your Majesty by my more-to-be-forgotten mother whose memory is equally sacred to us both. I raise my glass to drink to the health of your Majesties. Long live his Majesty the German Emperor, King of Prussia, and her Majesty the Empress and Queen. Hurrah! Hurrah! Hurrah!

The Emperor's toast was accompanied by a salute from the warships, and the British and German National Anthems respectively were played at the conclusion of each toast.

TYPHOON WARNING.

General Bragg, the U.S. Consul-General, communicated to us yesterday the following warning issued on 30th July at 4 o'clock p.m. from the Manila Observatory:—The depression passed south of Luzon. It is in the China Sea S.W. of Manila.

LATEST STEAMER MOVEMENTS.

The P.M. steamer *Korea*, with mails, &c., left Yokohama for this port via Kobe, &c., on the 31st July, and is due here on the 11th Aug. The P.M. steamer *Montgolfier*, with mails, &c., left San Francisco for this port via Honolulu, &c., on the 29th July.

The C.P.R. steamer *Athenian* left Yokohama on Saturday, the 30th July p.m., for Victoria and Vancouver.
The I.G.M. steamer *Prinz Regent Luipold*, left Shanghai for Foochow and here, on Saturday, at 11 p.m., and may be expected here on or about Wednesday, at 8 p.m. The steamer will be despatched on Thursday, 4th inst., at 3 a.m.

REVIEWS.

Physical Training for Children, by Japanese Methods. By H. IRVING HANCOCK. New York and London: G. P. Putnam's Sons.

This book cannot faithfully be described as what it purports to be. If dancing cannot be learned from written instructions, *jin-jitsu* is even more impossible. But a careful examination of the exercises described herein discovers the fact that there is a very little *jin-jitsu* about them. The author has evidently seen something of that Japanese art, as we gather on coming to Chapter VIII, and its successors. Prior to these, we find simply a lot of variations of kindergarten calisthenics, for which the author need not have travelled so far as Japan. Few of the variations can be regarded in the light of improvements, and we do not think it probable that the author will live to see this book used as "a Manual in Schools and at Home." The introduction contains an attempt at clearer indication of the pronunciation of *jin-jitsu*, which was quite a wasted effort. That spelling is quite as phonetic as the author's "jow-jitsu," for, as a matter of fact, the last sound is more than a mere hiss. The "su" is faintly breathed between the tip of the tongue and the top teeth; the vowel being shaped as in the French word "*plume*." Mr. Hancock states that he has worked as a newspaper reporter in the States, and we wondered if he were as prolix, and "padded" so much, as this work shows he can be and do. The first chapter contains much that could have been spared. In it the author explains that the value of physical exercise is that it causes deep breathing, and so purifies the blood, yet between almost every exercise the pupil is enjoined to spend thirty seconds doing breathing exercises. With regard to the exercises themselves, we are glad to note that moderation is insisted upon. Were it in truth genuine *jin-jitsu* that is being taught, we should have felt obliged to emphasise the warnings. Physical culture has been very much overdone of late years. A reasonable amount of walking and fresh air will do all that is required for health. Consider men like the Rt. Hon. Joseph Chamberlain. He has made a practice of reducing his physical exertion to an almost "irreducible minimum," and there are few athletes more hale than he at his age. As for *jin-jitsu*, Mr. Hancock considered the peculiar breakdown to which *jin-jitsu* experts have shown themselves liable in their later years? Returning to the book, we find it disfigured with Americanisms, such as "bit of snap," "belong at Court," "vinnful," and the like. Throughout there are rash generalisations introduced to support the author's ideas. The statement that "Light eating is the rule in Japan" compels the suggestion that Mr. Hancock has not consorted much with wrestlers, *jin-jitsu* men, and other athletes, at meal times. The bulk of that "little bit of cooked rice" he mentions is amazing, without taking into account a dozen other courses that they make no bones about, if the chance be offered. In spite of his admission that "large volumes have been written that have been devoted wholly to descriptions of the evil effects of alcohol," Mr. Hancock has thought it necessary to devote five pages to a typical teetotal lecture—one of the facile and "cheap" order—and three pages to an anti-tobacco tirade that could easily have been much more ably done. He credits that old "gag" about pigs not using tobacco to his "native guide" in Tokyo. Mr. Hancock needs guidance in many ways. He says (in this book on "Physical Training for Children") that "many of the older statesmen of Japan are beginning already to concern themselves as to how the threatened tobacco evil may be curbed in their country." That is why, no doubt, they have concerned themselves to institute a national tobacco monopoly. There are many far-fetched and exaggerated statements; but we have already far exceeded the limits of our space. We may honestly close with a compliment. The photographic illustrations are excellent.

"Break." *How the Navy Prepares for War.* By TREPOL-PEN. London: The Westminster Press (Gerrards Ltd). Hongkong: Kelly & Walsh.

The books about naval life that have been written by landmen, many of them very well written, may now be thrown into the receptacle for waste paper. In this, as in the "Log" series by the same publishers, we have vivid pictures, toned neither up nor down by literary polish, of life as it is evidently really on board a man-of-war. The writers (Mr. Lionel Xoxley has written an introductory article to Trepol-Pen's sketches) are themselves sailors, and have an obviously close acquaintance with H.M.S. *Briton*. Some of the articles are of absorbing interest, and the book is illustrated with excellent photographs, notably one of H.M.S. *Goliath* at Hongkong, dressed for Christmas day.

East of Asia. Shanghai: North-China Herald Office.

The editor (the Rev. W. J. Hunnax) is to be complimented on No. 1 of Volume 3 of the *East of Asia* magazine, as maintaining the high standard attained by its predecessors. Readers at home seeing such a well-printed and richly illustrated magazine will have had to adjust some of their ideas of foreign settlements in China, and to conclude that if such highly developed work can come from a Shanghai printing works, that town must be ahead in other matters. The articles include contributions on "The School System of China," "The Returned Student," "Marriage in China," and "Christian Music in China," as well as some chatty travel sketches. One on Lake Biwa, Japan, is noticeably bright. The article dealing with Chinese students who have done great things by acquiring foreign lore mentions Dr. Ho Kai, C.M.G., and says "it is difficult to

overestimate what he has done for the Chinese in Hongkong." Other Hongkong worthies referred to are H.E. Wu Ting-fang, and Messrs. Wei Yuk and Wei On, "both men of great public spirit and doing much for the welfare of their fellow countrymen in the Colony." The musical article is thoroughly American, and will startle some musicians. An article on the "aborigines of Hainan" has novel interest. We regretted to notice in this number a good many typographical errors.

The Commission of H.M.S. *Glory*, flagship of Commander-in-Chief, China Station 1900-1904. By A. R. BUTTERWORTH. London Westminster Press, Harrow Road, W.

This volume forms one of a series called the "Log" series issued from the above publishing house. The two objects of the series are defined as being to give to each man in the Navy, as far as possible, a complete account of his life in the service, and also to bring before that vast majority who know so little about the Navy the true life of the British Sailor. We can hardly say of the volume before us that it is likely to be read largely by the class of people who know little or nothing of the true life of the British sailor, but it is a book which will doubtless be purchased by every man on the ship during the Commission it describes, and many a reader in this Colony and the Treaty ports of China will doubtless find much to interest them in the record, which runs to 152 pages.

A DEAF AND BLIND B.A.

On Commencement Day at Radcliffe College (says Mr. J. A. Macy, writing in the current number of the *Woman at Home*) Miss Helen Keller received with the class of Nineteen-Four the degree of Bachelor of Arts. When it was announced four years ago that a girl who has been deaf and blind since the age of nineteen months had passed the entrance examinations to the highest American college for women, the world was amazed, and half the world disbelieved. The beginning was incredible. The end still more incredible, will have been achieved by the time this paper is printed.

To Miss Keller's ears the poetry of our race has never come in audible rhythms; yet she has read Shakespeare, Milton, Wordsworth, Keats and Shelley, Browning and Tennyson, Goethe and Hugo. Lacking two senses, she has studied, with such intelligence as has been commended by her instructors, those problems of the relation between the senses and the mind which we call philosophy. She has learned the first principles of government and economics. In Latin she has pursued her path through works by Terence, Plautus, Horace, Tacitus, Cicero, Catullus, and Lucretius. She has won her degree in regular course with no special concession on account of the difficulties in her case. Moreover she receives her degree "cum laude" ("with praise"). This means that in every course she has done creditable work, and in the majority of courses has received a grade of distinction. As an additional "decoration," her diploma will bear the words (in Latin): "Not only approved in the whole academic course, but excellent in English Letters."

Miss Keller's work in college is rated by academic standards as seventeen and a half courses, the number required of a candidate for the degree of Bachelor of Arts. A course consists of three lectures or recitations a week for one school year. The formal records of the college credit Miss Keller with two courses in French, one in German, two in English composition, a half-course in Milton; three courses in Latin, one in government, one in economics, one in the history of Medieval Europe, two in Shakespeare, one in Elizabethan literature, one in the English Bible, one in English literature of the nineteenth century, and one in the history of philosophy. Of the courses offered by the college some are impossible for her blind person. Still others are impossible for her who is deaf and blind. Miss Keller's work includes no independent research, no fine arts, music, drawing, chemistry, botany, zoology, geology, astronomy, physics, or any other subject which involves the use of instruments and physical specimens. No mathematics appear in her curriculum, although Miss Keller passed the admission requirements in algebra and geometry, and might, if she liked, go far into pure mathematics. Literature, history, and philosophy she can pursue to still distant goals.

The work of the normal student consists in listening to discourse and in reading books. He takes in at his ears the stream of information that comes forth from the lips of the instructors, while his hand is busily inscribing in a notebook the main points of the lecture. This stream of information came to the deaf-blind student through her fingers, into which Miss Sullivan, her instructor, spelt the words almost as fast as they were spoken. But there was no means of taking notes. After the lectures for the day, Miss Keller made notes from memory on her Braille machine. In its way this was excellent training. But it consumed much time, and often delayed the preparation for the next day far into the evening. The work of preparation out of class was long and hard. Few books of use to a student are printed in the raised Braille characters which the blind read. Many were specially made for Miss Keller, but by no means all. In her last year almost every book she needed was written for her in Braille. The work was done by blind people and others all over the world, and paid for by friends. Compared, however, with the equipment of books in inkprint, accessible to the student who sees or who can hear others read aloud, Miss Keller's library was very slender.

HAMBURG LETTER.

June 30th.

EDWARD VII. AT HAMBURG.

I put off writing this week until to-day in order to be able to give an account of King Edward's visit to Hamburg on the 28th inst. His Majesty arrived from Kiel by train at 11.55 a.m., and was received on the platform on leaving his carriage by the Burgomasters and other civil and military dignitaries and by our Consul-General, Sir William Ward, and the two Vice-Consuls. About a hundred members of the British colony had also assembled to give their sovereign a hearty welcome, but unfortunately they did not stand together in a body, having got mixed up with passengers alighting from two trains which had come in just before the Royal one, and with other interlopers who had by some means or other obtained admission. It is to be hoped, however, that the King will have discovered the presence of his loyal subjects by the enthusiastic ring of their lip-lip-lurrah when joining in the general cheering. Dressed in naval uniform he looked remarkably well, and nobody who saw him would have suspected, if he had not known, that barely two years ago he was at death's door. He wore his usual genial smile, which cannot fail to have charmed the crowd in and outside the building, as he descended the stairs, and leaving the station passed along the front of the guard of honour, a company of the 31st Foot, drawn up there to receive him. The King, conducted by Burgomaster Dr. Haachmann, then entered one of the senatorial carriages that had been held in readiness, and preceded, followed by a troop of the Wandersbek Hussars, drove off to the harbour, his suite and the other gentlemen following as their carriages came up. The harbour presented a gay sight; the festal decorations of the landing-stage, the ships covered with bunting, numerous flags on shore fluttering in the breeze, and the crowd cheering lustily. Unfortunately the clerk of the weather office is no respecter of persons; squalls and showers of rain at intervals made the sail on the river less pleasant than it might have been. Still, as King Edward steamed through the extensive lines of docks he cannot fail to have been impressed by the sight of what has been accomplished in little more than a quarter of a century. It was not till after the Franco-German war that the work was commenced; with utter disregard for what already existed, whole streets bordering the river were pulled down, the Elbe islands were incorporated in the scheme, and starting thus "tabula rasa," the docks, with their wharves and sheds and long rows of warehouses and offices, were constructed on a uniform plan which has been strictly adhered to in all extensions rendered necessary by the steadily-growing traffic of the port. This gives an air of grandeur and symmetry to the harbour which many of the older ones lack, where one dock has been added to another as occasion demanded, in a more or less unsystematic manner without a general plan laid down from the beginning.

COMMERCIAL RELATIONS.

His Majesty, on his return from the river was conducted to the Exchange, where the Committee of the Chamber of Commerce met him in the gallery overlooking the body of the hall, which was densely thronged with merchants and their clerks. The Chairman of the Chamber addressed a few words to the King, and then called for three cheers from the crowd, which were given with a right good will. After expressing his acknowledgment of the hearty welcome accorded him, in a few German sentences, he retired, repairing to the Town Hall, where a sumptuous luncheon was served, to which some fifty guests sat down. Burgomaster Dr. Haachmann, in rising to propose His Majesty's health, begged leave to thank him, in his own name and that of the town, for his gracious acceptance of their invitation, the first British sovereign that they had ever had the honour to entertain. Then, continuing, he dwelt on the close commercial relations which for centuries had existed between Hamburg and Great Britain and her colonies, and expressed a hope that the visit of the King that day would conduce to their further development and to the growth of feelings of friendship and sympathy between the two nations. His Majesty in returning thanks fully concurred in the sentiments enunciated by His Magnificence the Burgomaster, and then stepped out on the balcony overlooking the "Rathhausmarkt," where a large crowd had been awaiting his appearance and now greeted him with loud cheers.

A drive round the Alster concluded the programme, the King returning to Kiel shortly after four o'clock.

THE WHY OF IT.

If there be any truth in the following story it would appear that the idea of the King's visit originated with the Kaiser, who, when here for the races on the Sunday before, inquired of one of the Burgomasters at luncheon at the Prussian ambassador's whether they had thought of asking King Edward. On receiving a reply in the negative he suggested that an invitation be sent off at once by wire. This was done, and the King signified his acceptance of the hospitality offered the same afternoon. Be this as it may, the local Press has been unanimous in giving His Majesty a hearty welcome, the *Echo*, a Socialist paper, being the only one to ignore his presence in Hamburg. The *Hamburger Correspondent*, principally read by the Upper-Ten, and supposed to receive its inspiration from Berlin, says in a leader on 27th ult.:—"We, together with the majority of the German papers, regard King Edward's visit as a fresh guarantee of peace. The Kaiser has emphasised this in his speech on the arrival of the King in Kiel, and the latter in his reply has further confirmed it by expressing his wish that: 'Our flags may ever float side by side for the maintenance of peace and the welfare, not only of our two countries, but of all nations.' May

these Royal words bridge over all periods of temporary estrangement; for not only our sovereigns, but the people as well, are connected by ties of blood."

On the next day the following passage appears:—

"The news that the King had accepted the invitation has caused general satisfaction, particularly in commercial and shipping circles, who look upon it as a proof of His Majesty's recognition of their successful efforts to raise Germany to a foremost position in the trading world. Coming from the ruler of the greatest commercial nation that ever existed, it is felt to be all the more valuable. King Edward from the beginning has proclaimed his mission to be that of a Prince of Peace, and as such he knows that it not only behoves him to smooth over all international bickerings, but also to advance by all means in his power the pursuits and arts of peace. With the eye of an expert he will examine all we have done and are doing towards the same end, and we have no doubt he will be confirmed in his desire to see the two kindred nations advance side by side in the ways of peace."

The commercial paper, the *Börsenhalles*, welcomes the King as a Prince of Peace and the friend and protector of Anglo-German business relations. It considers it a high honour that the King by his visit should give, in a measure, a personal pledge that the common efforts, which have for centuries bound together the Anglo-Saxon races, and have raised them to the high position they occupy in the world, shall go on. The development of the trade and industries of Germany has been very rapid; we have distanced all other nations and have become worthy rivals of Great Britain, who still retains, however, the command of the sea. Peace and goodwill amongst nations are indispensable factors in a healthy struggle for existence, and as the bringer of both we welcome to the city and to the exchange of Hamburg King Edward, the illustrious guest of our Senate.

The *Hamburg and Nachrichten*, the organ of the late Prince Bismarck after his retirement from office, and would-be perpetrator of his political ideas and principles, gives expression, to very much the same sentiments. They profess to receive the King as the guest of the town of Hamburg, not only with the reverence due to the Monarch of England, but also with a hearty acknowledgment of the distinction conferred upon the city by the Royal visit. It is a proof that King Edward fully recognises the importance of Hamburg as the leading commercial port, not only of Germany, but of the whole Continent, and desires to show that he does so; and this from the sovereign of Great Britain, from whom for centuries our merchants and shipowners have received inspiration and instruction, is all the more gratifying. For hundred of years the trade between Hamburg and England has been more active than between any other two countries; no city on the Continent is so imbued with English sympathies and ideas, and nowhere has the irritation displayed by the English against us, as their most successful rivals in trade, been more sincerely regretted. The King, then, when no one is more competent to judge, will perceive the enormous strides we have made in every direction, and that numerous industries are thriving alongside of shipping commerce. But he will not fail to understand at the same time, that the keenness of competition between nations works beneficially for all concerned, and we hope that the reception he is about to receive will take the edge off the bitter feelings the English may still entertain against us, and convince them that, as far as least as trade is concerned, our interests are identical with their own.

The *Freidenkblatt*, the paper of the Liberal party, speaks much in the same strain:

"King Edward, who is the first British sovereign that has ever visited our town, may rest assured that the hearty welcome he will meet with is not due to the impulse of the moment, but is evoked by the consciousness of a community of interests; nowhere is it so well understood that where there is honest competition there must be many interests in common. The growth of the productive powers of both nations demands the opening up of new markets, where to import such commodities as they themselves do not produce; to both the maintenance of peace is of paramount necessity. We welcome King Edward's visit as a pledge that he, recognising this 'international solidarity,' as the Kaiser termed it last week, will on his return to his own country exert the great influence he possesses over his people to establish firmly the idea of this solidarity of the two nations."

THE NAVY AND CLASSICAL EDUCATION.

Admiral Bridger signs a contribution in the *Monthly Review*, from which the following copious extracts were made.

In a discussion of the merits of classical study as part of our English system of education, the Navy ought not to be left out of sight; and also that the practical value of a knowledge of classical subjects to many naval officers is great enough to justify its inclusion in our scheme of officers' training. We have got beyond the times in which it used to be necessary to begin a dissertation on anything relating to the sea-service with a demonstration of the importance of the Navy to the Empire and of the desirability of inducing the public to interest itself in naval matters. It is now all but universally recognised—all but universally because a passive-defence enthusiast sometimes raises his voice—that the essential condition of our national security is the maintenance of a strong and efficient fleet. The true position of the Navy in the defensive arrangements of the British Empire has come to be a commonplace of everyday journalism and even of drawing-room conversation. Hardly anyone now ven-

tures to parade his ignorance of the A B C of national defence by ignoring or undervaluing the naval factor in it; and discussions of our system of naval education may be profitably carried on outside purely professional circles.

The introduction of the new Osborne system was heralded by an attack on what in the Navy we call "a-chasing," and by a vigorous demand that time should be taken from that pursuit and devoted to the study of "practical" science. Having attended last month's (May 1904) meeting of the Classical Association at Oxford, I came away impressed by the absence of all desire on the part of the members professionally engaged in teaching classics to exclude from our schools or to undervalue what are called scientific subjects. I was also impressed by their desire—unanimous as far as I could see—to include those subjects in our scheme of education. Whatever arrangement is come to, it must be a compromise, and a compromise in the best sense. The spirit displayed at Oxford ought to prevail with those who devise schemes of naval education, whatever may be the subjects to be included in it. The above-mentioned reaction against the undue predominance of "a-chasing" is a proof of this.

What is it that we require a system of training naval officers to produce? Obviously, we require it to produce men suited for high command. Any system which fails to do this is beyond all question defective. We cannot appeal to the results of our present system, because it has not been long enough in existence to enable us to see its ultimate effects. We can, however, see what it aims at, and can estimate the probability of its achieving the result which the country has a right to require of it. Stated briefly, the object of our present system is to turn out specialists. The Navy itself is a special profession. It also contains within its own speciality certain narrow specialities. There are the Gunnery Branch, the Navigating Branch, the Engineer Branch, and the Torpedo Branch. Till very recently the Engineer Branch was regarded as a persistent speciality; that is to say, its members were to remain engineers and nothing else throughout their career. This has now been altered, and those who are to be trained at first for the branch are eventually to revert to the general body of officers, in order that they may succeed, or have an equal chance of succeeding, to positions of command.

The members of a specialised branch, except in rare instances, only remain in that branch for a short time. If we say that it takes an officer about twenty-four years to reach the rank of captain, he will have served in his speciality little more than a third of that time. The more brilliantly he performs his duties as a Gunnery or Torpedo Lieutenant the shorter his service as one is likely to be, because the successful specialist generally gets promoted early. In the great majority of cases promotion to the rank of commander ends the officer's connection with his speciality branch. In the Navigating Branch—and this is highly significant and worthy of attention—the connection more frequently lasts longer. Gunnery and torpedo work are purely naval, and are not essentially parts of an officer's duty in his capacity as a seaman. Navigating work, on the other hand, is of a general nautical character, and efficiency in its performance is indispensable to the mariner on the quarter-deck, whether he belongs to the Royal Navy or not. There are some reasons for expecting, when the new system of training naval engineers has been longer in existence, that the condition as regards the Engineer Branch will approximate to that of the Navigating Branch. Even then, a large proportion of officers trained under the system will quit the branch for the ranks of the general body.

As regards the prominent specialities—gunnery and torpedo—which, it ought to be explained, have for some years past attracted, and are still attracting to themselves the flower of the officers' corps, the condition of brief connection with them is likely to endure. In other words, our system of naval education is so arranged that in the case of the most promising young officers it only trains them, and indeed only professes to train them, for the special duties of one of several branches of their profession. The leading principle of our system is that of training sets of specialists, the great majority of whom will cease to be specialists in eight or nine years' time. The general public will more readily perceive what this means if, for the sake of illustration, we apply the conditions to another profession in which specialisation of branches is common. In the medical profession there are several special branches—oculists, aurists, &c. What would be thought of a system of medical education which divided the ablest of the young students into specialised sections in spite of the certainty that, as soon as some years' experience had made them adepts in their speciality, they would abandon it and devote themselves to general practice?

The problem which the naval educator really has to solve is that of keeping down specialisation to the lowest limits compatible with efficiency. To extend it beyond those limits is to mistake the end and object of training. The all but universal abandonment of the special branches by these deliberately trained for them as soon as enough time has been devoted to them to render the mastery of them possible, is an admission of the insufficiency of the system. As soon as the more respectable officers reach the stage at which the prospect of obtaining positions of command comes in sight they nearly all hasten to withdraw from the special branches. This is a proof—although it may not be often perceived—that our naval education scheme is too narrow; that it must embrace something beyond a mere plan for turning out temporary specialists; and that the true object of naval education, viz., the equipment of

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(Same Premises as Messrs. Ah Chee).

Hongkong, 16th July, 1904.

officers with the culture most likely to fit them at a mature age for the exercise of high command, must be kept in view.

Naval specialisation is almost exclusively devoted to instruction in the handling of material. It is largely occupied in ensuring familiarity with the use of machines—i.e., with things that are always worked for the same purpose in the same way. General reliance on machinery produces in all classes a lack of reliance on self; and it is a matter of common observation that it checks readiness of resource. Amongst the qualities most needed in a naval commander are intellectual alertness and flexibility of mind. Specialisation of training chiefly, if not exclusively, composed of the examination or manipulation of machinery—whether it be that which moves a gun, operates a torpedo, or propels a ship—is not favourable to the development of the alertness or the flexibility.

We must come to the conclusion that, however good within its present limited range, our naval education system is still imperfect; indeed, that without expansion it cannot produce the result which is most desired.

A mere knowledge of the two languages (Latin and Greek) or even of one of them, is of practical value to naval officers. At the Oxford meeting I had an opportunity of adducing from my own experience an instance in which a sea-going naval officer's knowledge of Latin prevented the risk of a grave international complication. Of course one swallow does not make a summer, and a single instance, though it may prove much, does not prove everything; but we may challenge the production of an instance showing anything like equivalent value of the result of any of the specialised branches of training. The vocabulary of Latin naturally resembles that of the derived, or daughter languages—the French, the Spanish, and the Italian. These are the modern foreign languages of most use to English naval officers, to whom German is quite useless. A moderate amount of early instruction in Latin greatly facilitates the acquisition of any one of the above-named modern tongues. Officers who attend the classes of strategy and tactics at Greenwich would not have their studies lessened if they knew something of the language from which the names of the two subjects are derived.

I respectfully maintain that the study of classical history will be found of inestimable value by officers appointed to command our fleets, especially fleets in distant waters, where, even in peace time, contact and communication with foreign and strange nations are frequent. It will be remembered that Mahan makes effective use of the record of the Second Punic War as illustrative of the influence of sea-power upon history. Illustrations as effective may be taken from the records of more remote periods. The earliest wars of which we have detailed accounts tell the same story as that now in progress in the Far East. Why did Xerxes' Persians, when advancing to the invasion of Attica, instead of the easier passage by sea from Asia Minor, make a long land march through Thrace, Macedonia, and Thessaly? The answer is. For the same reason that Kuropatkin has to look for reinforcements and supplies to the single line of the Trans-Siberian railway. The Russians, like the Persians, as was indicated in the case of the latter at Artemisium and proved to demonstration at Salamis, had not secured the command of the sea. Why did the huge Persian monarchy fail in the struggle with the much smaller Hellenic States? Surely we can see the cause in the contest raging at this moment, the course of which a knowledge of history would have enabled us to predict. It may be said that modern history is full of examples of great use to the student of naval strategy. This may be granted at once; but in modern history we have at best an unfinished picture. In the history of ancient Greece and Rome we have a completed record. . . . Who can say if after Port Arthur Russia is to see another Sinope or another Telesma? We are all now alive to the significance of naval efficiency. The very term "sea-power," which Mahan has made as familiar in our mouths as a household word, was used by an historian who wrote more than four hundred years before the Christian era. It is not necessary to make classical study compulsory in the Navy. All that is wanted is to introduce and extend it, to hold out encouragement to those who would take it up as voluntary work; that is, to those who would be most likely to turn it to good account. It is worth the while of people who are old enough to have caught the unreasonable mania of five-and-twenty years ago for what Professor G. Ramsay calls "facile and shoddy course" to look around them and see what is being done in other countries. The example of Germany is being perpetually forced upon our attention. Well, Germany seems to be more devoted to classical study than any country in the world. The Americans are justly regarded as an up-to-date people; and amongst them classical education has extended within the last few years at a rate of which there is no previous example. The latter is a highly impressive fact! a fact of which we should do well to take serious note.

CYPRIAN A. G. BRIDGE.



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THE FAMOUS BEER OF JAPAN.

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PURE
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\$16.00 PER CASE OF 8 DOZEN PINTS.

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12, QUEEN'S ROAD CENTRAL.

DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Walkin's Building)

Hongkong 18th, February, 1904.

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CHINA AND JAPAN
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COMPANY, LIMITED.

HONGKONG EXCHANGE.

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For a small additional annual charge Desk Sets can be supplied.

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W. STUART HARRISON, A.M.I.C.E.,

Manager.

Hongkong, 16th April, 1904.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Pines. Codes: A.B.C., 5th St. Lister's.

P.O. Box 33. Telephone No 12.

NEW ADVERTISEMENTS

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that WILLIAM EDWARD PEARSON, of Savoy Mansions, London, England, Manufacturer, has on the 21st day of July, 1904, applied for the registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—



in the name of WILLIAM EDWARD PEARSON, who claims to be the Sole Proprietor thereof.

The Trade Mark has been used by the applicant since 1898 in respect of Antiseptic Disinfectants including disinfecting soaps and fluids and in respect of the Comet since 1887 inclusive in Class 2.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated the 29th day of July, 1904.

MATTHEW J. D. STEPHENS,
Solicitor and Agent on behalf
of the Applicant,
18, Bank Buildings,
Hongkong.

1896] DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"HAI TAN." Captain Roach, will be despatched for the above ports on FRIDAY, the 5th inst., at 11 a.m. For Freight or Passage, apply to DOUGLAS LARRAIK & CO., General Managers.

Hongkong, 2nd August, 1904. [1887]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Company's Steamship

"LAISANG," having arrived from the above ports. Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. of the 4th August, will be landed at Consignee's risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 1st August, 1904. [1888]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SAGAMI" FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th inst., or they will not be recognized.

All broken, elcted, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th inst., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LD., Agents.

Hongkong, 1st August, 1904. [1889]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"GLENESK,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 5th inst., will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

MCGREGOR BROS. & GOW.

Hongkong, 1st August, 1904. [1890]

A. LING & CO.,

FURNITURE STORE.

PLATED, GLASS AND CROCKERY WARE, &c.; and FOCHOW LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903.

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

E. LEY'S, SCHULZE'S, AMBERITE AND KYNOC'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 55SG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO. Hongkong 28th November, 1902.

ENTERTAINMENTS

THEATRE ROYAL

CITY HALL.

THE
TAIPEH
DRAMATIC
COMPANY.

TO-NIGHT (TUESDAY), 2nd AUGUST.

"THE WAR BETWEEN JAPAN AND RUSSIA."

The Comedy

"NATURAL AND UNNATURAL."

JAPANESE ANCIENT SONGS AND DANCES.

Plan at City Hall.

Prices.....\$3, 2 & 1.

Doors Open at 8.00. Overture 8.45 and Commence at 9 P.M.

Late Train and "Star" Ferry Launch after the performance have been arranged.

Hongkong, 26th July, 1904. [1822]

THE GREAT SENSATION AND

ATTRACTION IN THE EAST

NEVER SEEN IN HONGKONG BEFORE.

SIMONS'

GRAND PANOPTICON, MUSEUM,

DIOGRAM, CYCLOGRAM AND

WAX-WORKS EXHIBITION.

Des Vaux Road, opposite Central Market.

TO-NIGHT! TO-NIGHT! TO-NIGHT!!!

EVERY EVENING FROM 6 TO 11 P.M.

COME AND SEE

This unique and interesting Exhibition.

THE PANOPTICON.

A GRAND MARVELLOUS MAGNIFICENT AND EXTRAORDINARY SHOW.

ALL LIFE SIZE AND MOVING WAX FIGURES.

Made by the cleverest and best artists of Europe.

Hongkong, 25th July, 1904. [1880]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to Sell by Public Auction,

TO-DAY (TUESDAY),

the 2nd August, 1904, at 11.30 A.M., at

THE CENTRAL POLICE STATION,

SUNDRY GOLD AND SILVER JEWELLERY.

TERMS:—As usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 30th July, 1904. [1864]

PUBLIC AUCTION.

THE Undersigned have received instructions from the OFFICIAL RECEIVER, to Sell by Public Auction,

on THURSDAY,

the 4th August, 1904, at 11.30 A.M., at No. 9,

PROPER'S HILL,

SUNDRY HOUSEHOLD FURNITURE,

Comprising—

DOUBLE and SINGLE IRON BED-STEADS with WIRE and RATTAN MATTRESSES, TEAKWOOD OVERMANTEL with BEVELLED GLASS, TEAKWOOD WARDROBES, MARBLE-TOP TABLES and WASHSTANDS, VIENNA CHAIRS, CARPETS and RUGS, COOKING STOVES and UTENSILS, &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 33th July, 1904. [1865]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 8th day of AUGUST, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land at Ho Man Tin, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

1879

PARTICULARS OF THE LOT.

No. of Sub. Boundary Measurements. Contain in Square Feet. Annual Rent.

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INTIMATIONS

ZETLAND LODGE No. 525, E.C.

A REGULAR MEETING OF ZETLAND LODGE will be held at the FREE-MASONS' HALL TONIGHT, the 2nd AUGUST, at 8.30 P.M. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 24th July, 1904. [1839]

SITUATION WANTED.

A YOUNG AND WELL-EDUCATED PORTUGUESE with 9 years' experience in Book Keeping and General Office Work, desires position.

Apply to—"LABOUR,"

Care of Daily Press Office.

Hongkong, 29th July, 1904. [1845]

ACCOUNTS.

AN EXPERT BOOKKEEPER, having spare time, would be pleased to take charge of a set of Books.

Considerable experience in formulating systems of subsidiary accounting.

Able to demonstrate the position of a firm in the most concise manner.

Entangled accounts straightened out.

Accounts Supervised.

Moderate Remuneration.

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Hongkong, 16th July, 1904. [1732]

TONG CHONG WO & CO.

No. 58, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pare

HAVANA CIGARS AND CIGARETTES.

They are made of best Havana leaves and possess a mild and choice flavour.

Inspection courteously invited.

Hongkong, 25th May, 1904. [133]

EDUCATION.

UNDER the best conditions of Climate and Environment in the Far East.

MODERN SCHOOL,

Yokohama, Japan.

FOR EUROPEANS AND AMERICANS ONLY.

Finey situated on the famous Bluff, water and the Electric Light laid on. Exceptional facilities for boarding pupils. Every opportunity for physical and mental development.

Reference is permitted to H.E. Sir Claude MacDonald, K.C.B., H.B.M.'s Minister Plenipotentiary to Japan, and to His Honour J. H. Stewart Lockhart, C.M.G., H.B.M.'s Commissioner at Wei-Hai-Wei.

AUTUMN TERM BEGINS SEPT. 12TH.

For Illustrated Prospectus, &c., apply to—

BRUCE MITFORD,

L.C.P., F.R.G.S.,

Headmaster.

Hongkong, 30th July, 1904. [1862]

DAVID CORSAIR & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPULING

ARNHOLD, KARBBERG & CO.

Sole Agents.

3436] COLD STORAGE.

THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Ice, Storage available at East Point. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 18th November, 1901. [75]

FOR SALE.

TEAKWOOD STEAM LAUNCH in Good Working Order and condition.

Length 26 feet.

Breadth 7 feet.

Depth 3 feet 6 inches.

Engines, Compound Outboard Condensing.

Price \$3,250.

Apply to—

X.

Care of Daily Press Office.

Hongkong, 31st May, 1904. [1374]

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS.

EXPORTERS AND CONTRACTORS.

Sole Agents of

QUAN TAI & CO., Lime Manufacturers.

All descriptions of

GRANITE AND MARBLE FOR EXPORT.

Prices & Estimates on Application.

No. 1, QUEEN'S ROAD EAST.

Hongkong, 17th October, 1899. [147]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, as well as OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO.'S, OCEAN S.S. CO. and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Canton Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904. [129]

NOTICES OF FIRMS

NOTICE.

I HAVE To-day commenced Business as a GENERAL MERCHANT and COMMISSION AGENT under the style of EBERHARD A. ROESE.

E. ROESE.

Swatow, 1st August, 1904. [1876]

NOTICE.

WE have Authorised Mr. CARL KOCH to Sign the name of our Firm as from this date.

LAMKE & ROGGE.

Hongkong, 1st August, 1904. [1876]

NOTICE.

MR. S. A. KADAR is no longer in our employment, and he is not authorised to collect on our behalf any outstanding accounts due to us, and we will not be Responsible for any of his future dealings.

N. F. CASSI MALLY & CO.

Hongkong, 31st July, 1904. [1878]

PUBLIC COMPANIES

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SIXTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the COMPANY, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 16th AUGUST, at 12 o'clock Noon, for the purpose of receiving a report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 16th AUGUST, both days inclusive.

By Order of the Board of Directors.

T. ARNOLD, Secretary.

Hongkong, 26th July, 1904. [1920]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th day of AUGUST next, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1904.

By Order of the Court of Directors.

J. R. M. SMITH, Chief Manager.

Hongkong, 30th July, 1904. [1858]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 6th to the 20th day of AUGUST next (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors.

J. R. M. SMITH, Chief Manager.

Hongkong, 30th July, 1904. [1859]

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the COMPANY, Queen's Buildings, Connaught Road, on MONDAY, the 22nd AUGUST, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd AUGUST, both days inclusive.

By Order of the Board of Directors.

THOS. J

INTIMATIONS

JUST ARRIVED.

THE FAMOUS CONCERT APOLLO.

CAN BE SEEN AND HEARD AT

THE ROBINSON PIANO CO. LD.

FINGERS FURNISHED FOR PERFECT PIANO LAYING.

To those who are unable to play the piano in the ordinary way, we offer the

Apollo Piano Player

This wonderful invention is a small, neat cabinet supplied with fingers that play like those of a professional, giving to any one, without instruction, unlimited command of the piano.

We have three different styles in all the various woods which sell for \$24.50 and up on easy MONTHLY payments.

Fine musical LIBRARY available. Daily recitals.

THE ROBINSON PIANO CO., Ltd.
 Hongkong, Singapore, Shanghai.

Hongkong, 27th July, 1904. [1409]

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS

GENERAL COMMISSION AGENTS.

SPECIALITY: HUMAN HAIR.

No. 12, Pottinger Street, Hongkong.

Agencies—

CHEE CHONG, Dealer in Human Hair.

SHUN LOONG, Preserved Ginger Factory.

CHOW LUNG YEE, P. O. Cracker Factory.

Hongkong, 1st June, 1904. [1387]

THE JAPAN LAUNDRY COMPANY.

REORGANISATION.

THE above Company have already won great admiration from all their customers, the work being excellently done. A New Scheme has recently been introduced, and the work is done quickly and satisfactorily. Excellent laundrymen have just arrived from Japan. Charges moderate. Special attention is directed to washing and ironing. Orders will be executed promptly. Head Office, No. 23, Caine Road, Branch Office, No. 201, Mongkok Street.

L. NAKAGAKI, Manager.

Hongkong, 23rd July, 1904. [1798]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. BUTTONE'S KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy cash.

Hongkong, 22nd December, 1903.

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.
 Hongkong, 21st April, 1897. [190]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO., Agents for the Phoenix Fire Office.
 Hongkong, 17th August, 1887. [12]

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURNER & CO., Agents.
 Hongkong, 23rd September, 1903. [287]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1903, £16,898,650.

I. AUTHORIZED CAPITAL, £2,000,000.

SUBSCRIBED CAPITAL, £2,750,000.

PAID-UP CAPITAL, £87,500 0 0.

II. FIRE FUNDS, £3,058,981 12 3.

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.
 Hongkong, 18th June, 1904. [1161]

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON, INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO., Agents.
 Hongkong, 28th April, 1904. [1121]

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

FIRE BRANCH.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS against FIRE at Current Rates.

HOLLAND-CHINA TRADING CO., Hongkong, 26th November, 1903. [2160]

L. UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO., Agents.
 Hongkong, 1st January, 1904. [105]

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

MRS. GILLANDERS
 "GLENWOOD,"
 27, CAINE ROAD.
 Hongkong, 18th March, 1904. [78]

"TANG YUEN,"
 BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.

Apply—
 MANAGERESS,
 Macdonnell Road
 or
 FAIRALL & CO., Queen's Road
 Hongkong, 2nd March, 1903. [71]

BOARD AND RESIDENCE.
 COMFORTABLY FURNISHED
 ROOMS, with Board.

Apply to Mrs. MATHER,
 2, Pedder's Hill.
 Hongkong, 1st January, 1892.

AMERICAN VERSION OF "HAMLET."

This is how an American paper renders the tragic story of Hamlet, Prince of Denmark, previously narrated in another form by William Shakespeare.

ELIZABETH, Zealand, September 16, 1577.

One of the most startling tragedies recorded in history has just been unearthed in the most exclusive social circles in Copenhagen. Were it not for the dead bodies of a king, a queen and a prince that are now lying on cold stone slabs in the city morgue, no one would scarcely believe one's eyes and ears. The story deals with the intimacy of a woman, a murdered king, a ruined girl, and a prince of the realm gone mad to death through an over-worked nervous disposition.

As readers of the Times may remember, the King of the Danes was found dead some months ago in his orchard. The quiet tip was given out by the family physician that he had been bitten by a rattler, but it is now known that his brother, who long had designs on the Danish throne, filled him full of embalming fluid.

SON WAS ANGRY.

At any rate, when Prince Hamlet, son of the dead king, returned from his sophomore course at Wittenberg, his suspicious became aroused, and, naturally enough, he grew "sore" when he thought of the underhanded double-dealing of his uncle. To make matters worse, the queen, his mother, married her husband's brother and formally made him King of the Danes.

It was bad enough for a man of Hamlet's disposition to be compelled to quit school, to say nothing of losing his father, but when he saw the throne that was his by right of heritage given to another, he made up his mind then and there that he would avenge the wrong if he had to resort to a bare bodkin and write Danish history on pages of blood.

PRINCE WENT MAD.

This tragedy might have happened months before but for an unfortunate accident. It seems that during his freshman year at Wittenberg he had received an injury in the head during a football game with Heidelberg, and this, together with the mental strain under which he laboured, unbalanced his mind. As a matter of fact, had he been else but prince he would have been sent to an asylum almost from the beginning.

It is a well-known and scientific fact that a madman at times is more cunning than a Pinkerton detective, and that, no doubt, accounts for Hamlet's ability to skillfully pull the wool over the pseudo-king's eyes. He repeatedly laid traps for the disreputable uncle who occupied the Danish throne, and whenever he caught him napping he confined him to his college chum, Horatio, that the whole scheme had been planned by the ghost of his father, and as both boys belonged to the same Greek letter fraternity Horatio didn't dare to give him away.

WOMAN IN IT.

As a matter of strict fact and confidence, a Times reporter was told this morning that Hamlet had an excellent chance of making good his brain-crazed schemes but for his somewhat amorous attentions to Ophelia, daughter of Polonius, private secretary to the king. As a general thing, Hamlet was a gentleman, but one day after his brain had turned he rushed into Ophelia's private apartments in the castle, with his cutting suit somewhat disarranged, and he said things to her that were both unseemly and unkind. "Womanlike, Ophelia gave the deal away. That put the king wise, of course, and from then on there was nothing doing for Hamlet."

One day when his mother sought to reason with him he grew as sore as a dog, and when Polonius butted in the prince drew his rapier and it was "me feet first with three on a side" for Polonius. A murder is a pretty nasty thing even in select circles of society, consequently the king experienced great difficulty in getting the news suppressed in the evening papers, and the upshot of it all was that he decided to railroad Hamlet out of Denmark.

PRINCE PLAYED FOXY.

It was here the prince played foxy with the king, and when Hamlet showed up for breakfast the next morning it marked the beginning of the end. The whole disgraceful proceeding took place in the open court immediately after the morning meal had been placed where it would do the most good.

It seems that Laertes, son of Polonius, ever since Hamlet killed his father, had been rather sore at the prince, and he proceeded to start something in his immediate vicinity that he ultimately found himself unable to finish.

ROWLAND'S
 MACASSAR OIL
 FOR THE HAIR

Preserves, Beautifies, Nourishes It. Nothing equal to it 110 years proves this fact. Golden Colour for Fair Hair. Of Stores, Chemists, Hairdressers.

Works Telegraphic Address: "LOCOD," Gorton.
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BEFORE GOING TO BED

CALVERT'S CARBOLIC Tooth Powder

This unique antiseptic dentifrice is well-known by its pink colour, pleasant taste, fragrant odour, and thorough efficiency.

F. C. CALVERT & Co., Manchester, Eng.

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HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST Bottled in Japan by H. E. REYNELL & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.
 Hongkong, 31st July, 1903. [1106]

SIEN TING.

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.
 Hongkong, 21st March, 1903.

"HONGKONG DAILY PRESS" PUBLICATIONS.

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報新外中港香

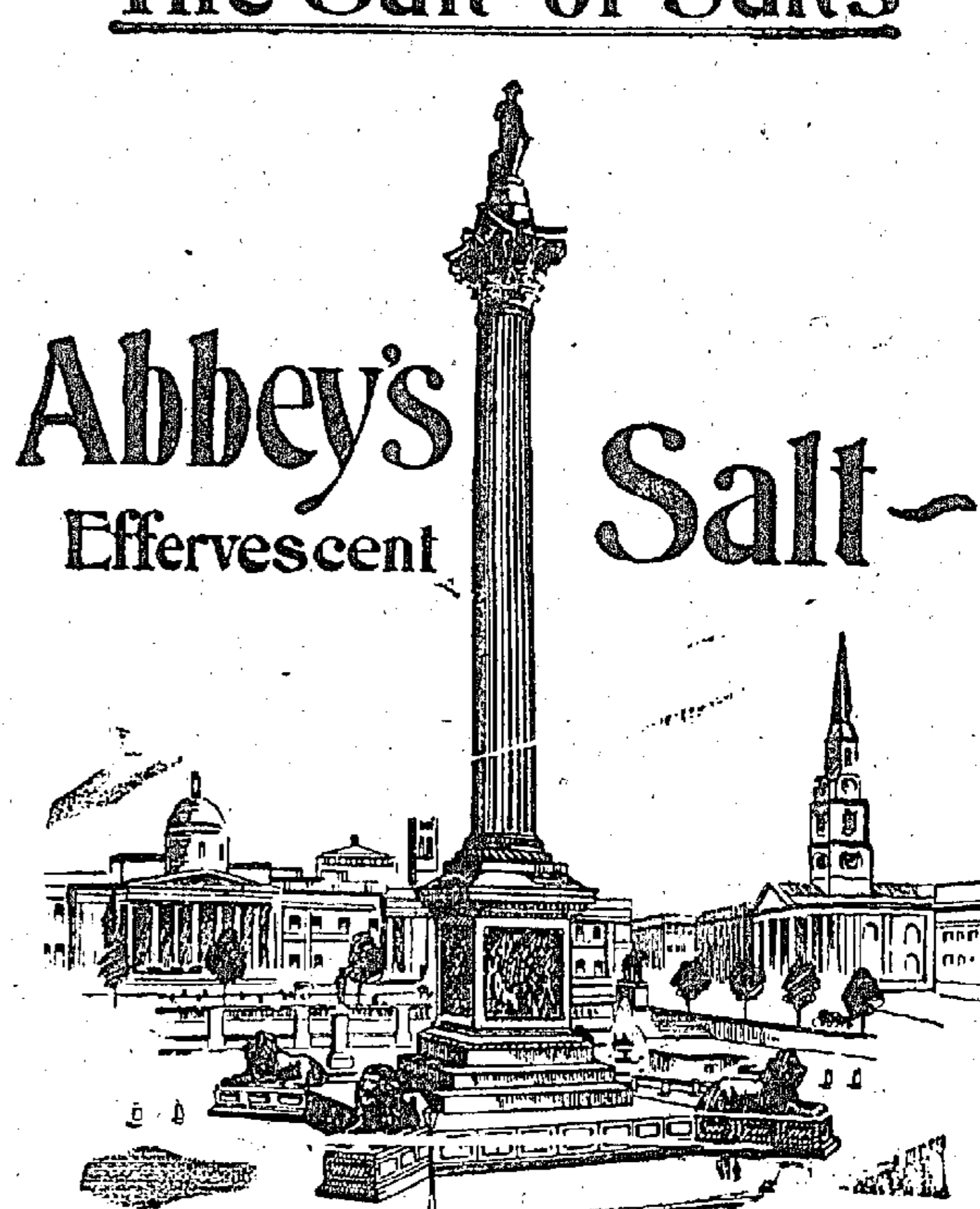
CHUNG NGOI SAN PO (Chinese Daily Press), PUBLISHED DAILY, is the oldest and still immeasurably the best medium for Advertising among the Native Community.

Established for nearly FORTY YEARS, circulates largely throughout Southern China, Indo-China, etc.

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"The Salt" of Salts



Abbey's Effervescent Salt

Has No Equal.

The Victory of Saline Manufacture. The Twentieth Century Medicine.

"THE SALT OF SALTS."

A POPULAR PHRASE NOW FREQUENTLY USED.

"The Salt of Salts" means the best, the perfect, the ideal! The phrase has been given to Lord Nelson, the greatest Admiral of England of his time—and who will dispute his title to it?

In the World of Medicine, the phrase is appropriately applied to Abbey's Effervescent Salt, and indeed it is "The Salt of Salts" among the Salines.

The right of Abbey's Salt to this title is recognised by the Medical Profession the world over, because it is the intelligent result of years of experience and improvement in the manufacture of salines; it is undeniably the most perfect effervescent saline in existence. Physicians prescribe it and pronounce it an absolutely perfect preparation, and its use is endorsed by Medical Journals.

Abbey's Salt regulates the action of the Stomach, Liver and Bowels, it corrects all disorders arising from an unhealthy condition of these organs, by restoring them to their normal functions.

Anyone suffering from Indigestion, Dyspepsia, Constipation, Headache, Biliousness, and kindred ailments, which are due primarily to a disordered stomach, who will use Abbey's Salt for a short time, in place of some drastic, gripping, unpleasant tasting Aperient which he may have been in the habit of using, will readily see from the prompt and efficacious result that Abbey's Salt is justly entitled to be called "The Salt of Salts" in the World of Medicine.

Proof is in the use; try it. Sold in two sizes by all Chemists or Stores and by WATKINS, LTD., and A. S. WATSON & Co., LTD., Hongkong. [1440-1]

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ONCE SMOKED ALWAYS SMOKED.

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LOTUS, Large Size \$5.00 per 100

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Medium \$2.75 per 100

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1615] KRUSE & CO., CONNAUGHT HOUSE.

THE AMERICAN SYSTEM OF DENTISTRY

DR. M. H. CHAUN, 37, DES VEAUX ROAD CENTRAL, HONGKONG From the University of Pennsylvania, U.S.A. Hongkong, 3rd June, 1904. [164]

"THE EAST OF ASIA." (Published Quarterly.)

CONTAINING Articles of Special Interest. Profusely Illustrated, descriptive of the people, Customs, &c., of the Far East.

The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of its sterling merit of the publication.

Price On Sale at "NORTH CHINA HERALD OFFICE, Shanghai." Messrs KELLY & WALSH Hongkong; and all leading Booksellers in the Far East Hongkong, 14th February, 1903.

MAIL TABLES FOR 1904.

Mounted on Card ... 36 cents Paper ... 20 cents

On Sale at the Daily Press Office, Hongkong 5th March, 1904

FOR SALE.

THE PROVINCE OF SHANTUNG ITS TRADE, POPULATION AND FUTURE PROSPECTS.

BY M. O'S. Reprinted from the "HONGKONG DAILY PRESS." Price, 50 cents Cash, Messrs. Kelly & Walsh or Daily Press Office Hongkong, 31st January, 1904

BEYER, PEACOCK & CO., LIMITED.

Gorton Foundry, Manchester.

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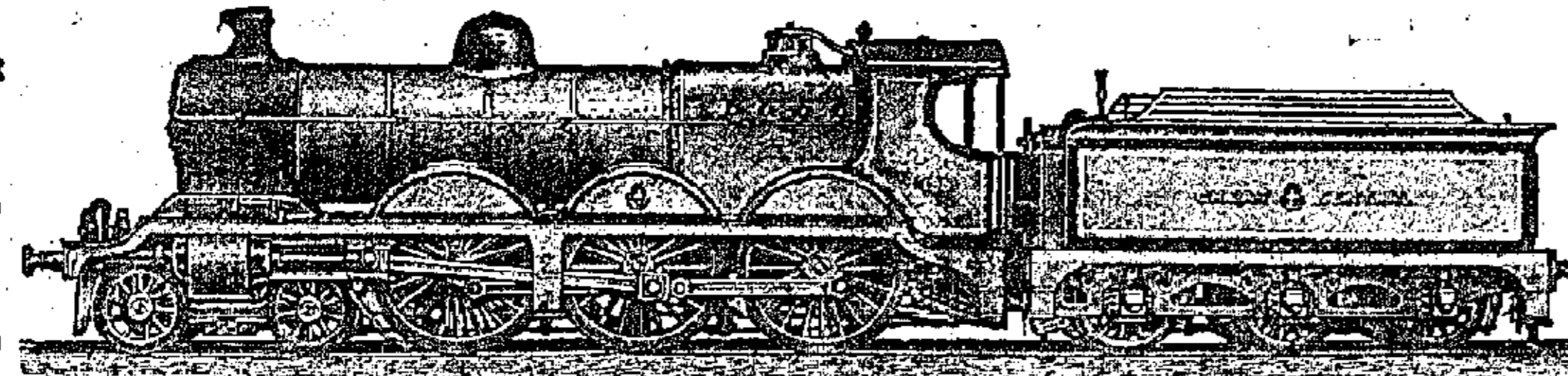
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ADAPTED TO EVERY GAUGE AND VARIETY OF SERVICE. Also ELECTRICAL LOCOMOTIVES and MACHINE TOOLS.

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WORKMANSHIP AND MATERIAL UP TO THE HIGHEST STANDARD OF EXCELLENCE. STEEL FOUNDRY for casting Wheel Centres and other parts of Locomotives. Also general CASTINGS & FORDINGS.

SHIPPING.

ARRIVALS.
C. FERD. LARSEN, German str., 5,874, C. von Hoff, 1st August, Kelung 30th July, General.—Hamburg-Amerika Linie.
LAISANG, British str., 2,224, Tadd, 1st August, Calcutta via Straits 16th July, General.—Jardine, Matheson & Co.
MAZALANG, Amr. str., 322, Adolfo Yreazabal, 31st July, Manila 28th July, Lumber.—Order.
RUBI, British str., 1,811, R. W. Almond, 1st August, Manila 30th July, General.—Shewan, Tomes & Co.
WHAMPOA, British str., 1,109, Partridge, 1st Aug., Shanghai 24th July, General.—Butterfield & Swire.
YUPENSANG, British str., 1,128, T. M. Moyrick, 1st August, Manila 29th July, General.—Jardine, Matheson & Co.

DEPARTURES.

1st August.
Diu, Portuguese gunboat, for Macao.
HANOI, French str., for Haiphong.
KWANGLOO, Chinese str., for Canton.
LYEENONG, German str., for Shanghai.

VESSELS IN DOCK.

1st August.
ABERDEEN DOCKS.—U. S. S. Pathfinder, Shanghai, Madra, Dr. H. J. Kioer, Esq., H.M.S. Leviathan.
COSMOPOLITAN DOCK.—

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"THALES,"
Captain Robson, will be despatched for the above ports TO-DAY, the 2nd August, at 11 A.M.
For Freight or Passage, apply to
DOUGLAS LARSEN & CO.,
General Managers.
Hongkong, 30th July, 1904. [1867]

FOR MANILA.

THE American Steamship

"LEGAZZI,"
Captain D. Yriber, will be despatched as above TO-DAY, the 2nd August.
This steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to
BARIETTO & CO.,
Agents.
Hongkong, 28th July, 1904. [1842]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"
Captain J. G. Offent, will be despatched for the above ports TO-MORROW, the 3rd August, at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 29th July, 1904. [1819]

"BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"BENLARI,"
Captain Wallace, will be despatched as above or about the 4th August.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 22nd July, 1904. [1793]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also Venice and Trieste, all MEDITERREANEA, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI,"
Captain Belsito, will be despatched as above on THURSDAY, the 11th August, at Noon.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 29th July, 1904. [4]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched for the above ports on WEDNESDAY, the 17th August, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 26th July, 1904. [1826]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"EPSOM,"
Captain J. White, will be despatched for the above port on THURSDAY, the 25th August.
For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 25th July, 1904. [1630]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, AMSTERDAM & ANTWERP	KREMONA	Brit. str.	C. J. Benton	BUTTERFIELD & SWIRE	To-day.
LONDON & ANTWERP, via SINGAPORE, &c.	SINIA	Brit. str.	F. H. Summers	P. & O. S. N. Co.	About 5th inst.
LONDON, AMSTERDAM & ANTWERP	MOVINE	Brit. str.		BUTTERFIELD & SWIRE	13th inst., at Noon
LONDON, AMSTERDAM & ANTWERP	PELUSUS	Brit. str.		BUTTERFIELD & SWIRE	16th inst.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.		BUTTERFIELD & SWIRE	30th inst.
MARSEILLES, LONDON & ANTWERP	BENLARIO	Brit. str.	Wallace	GIBB, LIVINGSTON & CO.	15th Sept.
MARSEILLES, LONDON & ANTWERP	OCEANIAN	Brit. str.	Oliver	MESSAGERIES MARITIMES	About 9th inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	P. VALDEMAR	Dan. str.	Koek	MELCHERS & CO.	9th inst., at 1 P.M.
MARSEILLES, HAVRE, COPENHAGEN, &c.	P. R. LUTPOLD	Ger. str.	H. Kirchner	MELCHERS & CO.	Quick despatch.
HAVRE & HAMBURG	C. FERD. LARSEN	Ger. str.	von Hoff	HAMBURG-AMERIKA LINIE	To-morrow, Noon.
HAVRE & HAMBURG	BADENIA	Ger. str.	Rorcken	HAMBURG-AMERIKA LINIE	To-day.
HAVRE & HAMBURG	SPEZIA	Ger. str.	Miltzaff	HAMBURG-AMERIKA LINIE	18th inst.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	Filler	HAMBURG-AMERIKA LINIE	27th inst.
HAVRE & HAMBURG	SAMBIA	Ger. str.	Luning	HAMBURG-AMERIKA LINIE	6th Sept.
HAVRE & HAMBURG	SCANDIA	Ger. str.	Bohrns	HAMBURG-AMERIKA LINIE	20th Sept.
NEW YORK VIA PORTS & SUEZ CANAL	SARPEDON	Brit. str.		BUTTERFIELD & SWIRE	4th Oct.
NEW YORK VIA PORTS & SUEZ CANAL	BEDOUIN	Brit. str.		BUTTERFIELD & SWIRE	20th inst.
NEW YORK VIA SUEZ CANAL	EPSON	Brit. str.	J. White	DODWELL & CO., LD.	About 10th inst.
NEW YORK VIA SUEZ CANAL	HUDSON	Brit. str.		SHEWAN, TOMES & CO.	25th inst.
VANCOUVER, via SHANGHAI, &c.	E. OF CHINA	Brit. str.		STANDARD OIL CO.	About 10th Sept.
VANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.		CANADIAN PACIFIC R. CO.	To-morrow.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	HYADES	Brit. str.	Geo. Wright	CANADIAN PACIFIC R. CO.	14th inst.
VICTORIA (B.C.) & SEATTLE VIA JAPAN, &c.	MACHAON	Brit. str.		DODWELL & CO., LIMITED	9th inst.
AUSTRALIAN PORTS	ARABIA	Brit. str.	Bahle	BUTTERFIELD & SWIRE	11th inst.
SHANGHAI	EMPIRE	Brit. str.	Helms	GIBB, LIVINGSTON & CO.	17th inst., at Noon.
SHANGHAI	VIANORA	Brit. str.		BUTTERFIELD & SWIRE	18th inst.
FOOCHOW, via SWATOW & AMOY	COMMANDEL	Brit. str.	J. M. Montford	P. & O. S. N. Co.	About 11th inst.
TAMUI, via SWATOW & AMOY	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	To-morrow, 10 A.M.
ANPING, via SWATOW & AMOY	M. STREVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	7th inst., 10 A.M.
SWATOW, AMOY & FOOCHOW	TRIGOS	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	10th inst., 10 A.M.
SWATOW, AMOY & FOOCHOW	THALES	Brit. str.	Robson	DOUGLAS LARSEN & CO.	To-day, at 11 A.M.
SWATOW, AMOY & FOOCHOW	HATAN	Brit. str.	Roach	DOUGLAS LARSEN & CO.	To-day, at 11 A.M.
SWATOW, CHEFOO & TIENSIN	CHILLI	Brit. str.		BUTTERFIELD & SWIRE	5th inst.
MANILA	LEOZAPI	Am. str.	D. Yriber	BARIETTO & CO.	To-day.
MANILA	TEAN	Brit. str.		BUTTERFIELD & SWIRE	To-morrow.
MANILA DIRECT	ITEL	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	6th inst., 10 A.M.
MANILA DIRECT	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	13th inst., 10 A.M.
MANILA	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LD.	14th inst., 12th inst.
CEBU & LOILO	SUNGKIAN	Brit. str.	J. G. Offent	DAVID SASSOON & CO.	5th inst.
SINGAPORE, PENANG & CALCUTTA	G. & PCAR	Brit. str.		DAVID SASSOON & CO.	To-morrow, 3 P.M.
BOMBAY VIA SINGAPORE & PENANG	CAPRI	Ital. str.	Belsito	CARLOWITZ & CO.	11th inst., at Noon.

STEAMSHIP SERVICE TO NEW YORK
via SUEZ CANAL.

(With liberty to call at Philippine Ports.)
THE Steamship

"HUDSON,"
will be despatched on or about the 10th September.

For Freight or further information, apply to
STANDARD OIL COMPANY
OF NEW YORK.

Original Freight Department.
Hongkong, 28th July, 1904. [1844]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 9th August, 1904, at 1 P.M., the Company's Steamship

"OCEANIAN," Captain Oliver, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 8th August. Specie and Parcels received until 4 P.M. on the same day.

No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 30th July, 1904. [2]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M.: on Excursion Sundays, at 8.30 A.M.: from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for two Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 34 hours to reach Macao.

MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong 8th September, 1903.

STEAM TO CANTON.

REDUCED FARES.

THE Commodious Steel Twin Screw Steamer

"TAI ON,"
Captain J. Lawrence, leaves the Tang Yik Wharf, Praya West, on MONDAYS, WEDNESDAYS and FRIDAYS at 8.00 P.M., returning from Canton on TUESDAYS, THURSDAYS and SATURDAYS, at 5 P.M.

FARES—
Saloon \$2.00
Chinese Saloon \$1.00
2nd Class 0.50
Steerage 0.20

This well-known steamer has been fitted throughout with Electric Light. Unrivalled accommodation, excellent cuisine, best brands of Wines and Spirits at moderate charges.

YIK ON S. S. CO.,
309, Des Vaux Road Central.
Hongkong, 9th July, 1904. [1674]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"
951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals \$1 each. Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD.
No. 147, Connaught Road Central.
Hongkong, 15th March, 1904. [73]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHAN SHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "EMPRESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 3rd Aug.
R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 10th Aug.
R.M.S. "EMPRESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 24th Aug.

Hongkong to London, 1st Class ... via St. Lawrence 200 ... via New York 262.
Intermediate Steamers, ... £40. ... £42.

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of the Chinese or Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent,
9, Collier Street.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS. CAPTAIN. FOR. SAILING DATE.

RUBI ... 2540 R. W. Almond Manila direct Sat., 6th Aug., 10 A.M.

ZAFIRO ... 2540 R. Rodger Manila direct Sat., 13th Aug., 10 A.M.

PERLA ... 1950 A. H. Netley ..

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 30th July, 1904. [16]

NORTHERN PACIFIC LINE.

BOSTON S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
via
MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing Date.

HYADES ... 3,733 Geo. Wright Tuesday, August 9th

SHAWMUT ... 9,916 W. M. Smith Wednesday, August 31st

TREMONT ... 9,916 T. W. Garlick Saturday, October 1st

↓ Cargo only.

FOR MANILA.

The largest, stadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT ... 9,916 tons. W. M. Smith ... About 12th August.

S.S. TREMONT ... 9,916 tons. T. W. Garlick ... About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COIFFINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.
Hongkong, 13th July, 1904. [7]

OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR
FOOCHOW, via SWATOW
AND AMOY
TAMUI, via SWATOW
AND AMOY
ANPING, via SWATOW
AND AMOY

STEAMERS
"TRIUMPH"
AND
"M. STREVE"
"T. BRANDT"
"TRIGOS"
H. KRAFT

LEAVING
WEDNESDAY, 3rd
Aug., at 10 A.M.
SUNDAY, 7th Aug.,
at 10 A.M.
WEDNESDAY, 10th
Aug., at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vaux Road Central.

Hongkong, 28th July, 1904
T. ARIMA, Manager [15]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAI via INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
OPERATING IN
CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN. TO SAIL ON.

"ARABIA" ... 4,198 Bahle August 13th 1904.

"ARAGONIA" ... 5,198 Schmidt September 14th 1904.

"NUMANTIA" ... 4,370 Wagner October 10th 1904.

"NICOMEDIA" ... 4,370 Wagner October 23rd 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 20th July, 1904. [14]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS.

LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES ... {SOCOTRA ... C. J. Benton R.N.E.} About 5th August {Freight only.

SHANGHAI ... {COROMANDEL ... G.M. Montford, R.N.E.} About 11th August {Freight and Passage.

LONDON, &c. ... {SIMLA ... F. R. Summers ...} Noon, 13th August {See Special Advertisement.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 30th July, 1904. [1]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, ORENTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATE.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	"MAHAON"	On 8th August.
GLASGOW AND LIVERPOOL	"GLAUCUS"	On 12th August.
GLASGOW AND LIVERPOOL	"IDOMENEUS"	On 19th August.
GLASGOW AND LIVERPOOL	"TYDEUS"	On 26th August.
GLASGOW AND LIVERPOOL	"ANTENOR"	On 2nd September.
GLASGOW AND LIVERPOOL	"TELEMACHUS"	On 4th September.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"KEEMUN"	On 2nd August.
LONDON, AMSTERDAM and ANTWERP	"MOYUNE"	On 16th August.
GENOA, MARSEILLES and LIVERPOOL	"SARPEDON"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"PELEUS"	On 26th August.
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 15th September.

* Taking Cargo for Liverpool at London Rates.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"MACHAON"	On 11th August.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th July, 1904. [10-11]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, CEBU, and TIENTSIN	"TEAN"	On 3rd August.
SWATOW, CHEFOO and TIENTSIN	"CHIBILI"	On 5th August.
CEBU and ILOILO	"SUANGKIANG"	On 5th August.
SHANGHAI	"WANGHIAO"	On 6th August.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th July, 1904. [12]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERAK, GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship

"SIMLA"
Captain F. R. Summers, carrying His
Majesty's Mails, will be despatched from this
for Bombay, etc., on SATURDAY, the 13th
AUGUST, at NOON, taking passengers and
cargo for the above ports in connection with the
Company's s.s. "China," 7,912 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuable, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into the Mail steamer
proceeding direct to Marseilles and London;
other cargo for London, etc., will be conveyed
from Bombay by the B.M.S. "Ballarat," due
in London on the 26th September.

Parcels will be received at this Office until
4 p.m. the day before sailing. The contents and
value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 1st August, 1904. [1]

HONGKONG-CANTON LINE.

THE British steamship
"YING KING,"
Captain E. J. Page, of 1905 tons, Registered,
is the newest, fastest and most luxuriously furnished
steamer on the line and is lighted throughout
with electricity; hot and cold water service.
The cuisine is unexcelled.

Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 p.m. and returning from Canton every
following evening at 5 p.m.

1st Class ... \$3.00 for Single journey
2nd ... 1.50
Meals ... 1.00 each.

The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON S.S. CO. LD.
No. 216, Wing Lok Street.
Hongkong, 27th February, 1904. [7]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.
HONGKONG-CANTON NIGHTLY
SERVICE.

THE Commodious Steamer
"PAUL BEAT,"
Captain Frangon, leaves Hongkong for Canton
at 6 p.m. on SUNDAYS, TUESDAYS and
THURSDAYS, returning to Hongkong the
following days, leaving Canton at 5 p.m., taking
passengers and cargo as usual.

The S.S. "CHARLES HARDOUN,"
Captain Merlin, leaves Hongkong on MON-
DAYS, WEDNESDAYS and FRIDAYS, at
the usual hour.

These two magnificent and up-to-date
steamers are lighted with Electricity.

The Saloon is under European Supervision.
First Class European ... \$8.00
Second Class European ... \$3.00
First Class Chinese ... \$1.50
Second Class Chinese80
Deck30

The Company's Wharf is at the end of Queen
Street, Praya West.

For further particulars, apply to
J. LANDOLT, Agent.

The Pharmacy, Queen's Road Central
Hongkong, 23rd March, 1904. [420]

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ATAK,"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 23rd instant.

Optional Cargo will be landed, unless notice
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined at 11 a.m., on the 2nd prox.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods
remaining undelivered after the 2nd prox.,
will be subject to rent.

All Claims against the Steamer must be
presented to the Undersigned on or before the
5th prox., or they will not be recognised.

No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 29th July, 1904. [10-11]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship
"ANDALUSIA,"
Captain Filler, having returned from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary has been given before Noon,
To-day, the 27th inst.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 3rd August, will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 3rd August, at 3 p.m.

No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 27th July, 1904. [1834]

"DEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S.S. "RENNORICH,"
FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby infor-
med that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods undelivered
after the 4th prox., will be subject to rent.

All Claims against the Steamer must be
presented to the Undersigned on or before the
11th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 3rd prox., at 3 p.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 29th July, 1904. [1855]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"NUBIA,"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ, BOMBAY, COLUMBO
AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where each
consignment will be sorted out, Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on, ex: go:—
From London, ex: go:—
From Persian Gulf, ex: go:—
From B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
4 p.m., To-day, the 27th inst.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignee's and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 29th July, 1904. [1]

SANTAL MIDY

These tiny
Capsules—
superior
to Copiba,
Cubes, and
Injections—cure
the same diseases as these drugs
in forty-eight hours without
inconvenience.

Each Capsule bears the name MIDY.

LADIES' SAFE REMEDY

For functional troubles, delay, pain
and those irregularities peculiar to
the sex.

APIOLINE

Prescribed by the highest French
Medical authorities and superior to
Tansy, steel Drops and Penny
royal.

CHAPOTEAU, 3, r. Vivienne, Paris

1255-2

SHIPPING

SHIPPING IN PORT.

AMARA, British s.s., 1,506, C. J. Mattock, 29th
July.—Hongkong 27th July, Coal.—Jardine,
Matheson & Co.

ANDRE RICKMERS, German str., 1,020, H.
Kohn, 31st July.—Bangkok 25th July,
4th and 5th.—North German Lloyd.

ASCOT, British str., 1,462, Cox 21st July.—
M. J. 14th July, Ballast.—Doddwell & Co.

CHITVER, Chinese str., 1,177, Stewart, 31st July.
—Canton 3rd July, General.—Chinese.

CHOWTAT, British str., 1,115, H. Textor, 28th
July.—Bangkok 21st July and Hoibow
27th, Wood and Rice.—Butterfield & Swire.

CHUKONG, British str., 487, Dasey, 12th July.
—Manila 7th July, Ballast.—Chinese.

CHUNSAO, British str., 1,416, R. Cox, 27th
July.—Sandakan 22nd July, Timber and
General.—Jardine, Matheson & Co.

COPPIC, British str., 2,744, E. H. Armstrong,
R.M.S., 22nd July.—San Francisco 22nd
June and Shanghai 19th July, Mails and
General.—O. & O. S. N. Co.

DAITA MARU, Japanese str., 1,732, A. Yoko-
yama, 29th July.—Mojito via Nagasaki 23rd
July, Coal.—H. U. Jeffries.

DR. HANS J. KLAER, Norwegian str., 691,
Larsen, 29th July.—E. A. Trading Co.

EMMA LUYKEN, German str., 1,160, Martens,
—28th July.—Singapore 22nd July, Sugar
and Nuts.—Chinese.

EMPEROR OF CHINA, British str., 3,046, E.
Beetham, N.R.S., 28th July.—Vancouver
(B.C.) via Shanghai 4th July, Mails and
General.—C. P. & C. Co.

FAUABU, British str., 1,410, T. Mitchell, 29th
July.—Sourabaya 21st July, Sugar.—Jar-
dine, Matheson & Co.

FOYLE, British str., 2,690, Page, N.R.S., 13th
July.—Kutchinotzu 7th July, Coal.—M. B.
Kushin.

GEORGINA PRINCE, British str., 2,078, W.
Anderson, 28th July.—Singapore 21st July,
Petroleum.—Arnhold, Karberg & Co.

GLENOLIE, British str., 2,389, W. J. Larkins,
31st July.—Amoy 30th July, General.—
Chinese.

GREGORY ARCAD, British str., 2,901, J. G.
Hibbert, 24th July.—Colombo via Straits
9th July, General.—David Sassoon & Co.

HONGMOO, British str., 2,555, W. Dawson, 31st
July.—Singapore 26th July, General.—
Chinese.

HUE, French str., 705, Godard, 31st July.—
Haiphong and Hoibow 30th July, General.
—A. R. Marty.

IKUMU, British str., 3,100, P. Pearce, 17th July.
—Cardiff 19th May, Coal.—Order.

KENSINGTON, British str., 2,247, Dover, 14th
July.—Callao via Panama and Yokohama
24th May, General.—Order.

LEGATZI, American str., 563, D. Yriber, 23rd
July.—Manila 19th July, Ballast.—Barretto
& Co.

MATTA, Norwegian str., 2,230, H. Taarvig,
21st July.—Kutchinotzu 15th July, Coal.
—Mitsui Bussan Kaisha.

MEDAN, German str., 476, O. Stolberg, 22nd
July.—Caroline Island, Copra and General.
—Siemssen & Co.

NUNIMA, British str., 1,881, Thoren, 27th July,
—Mojito 20th July, Coal.—Shewan, Tomes
& Co.

PETZCHAUER, German str., 1,373, G. Hillmann,
31st July.—Bangkok 21st July via Swatow
30th, Rice and Teak Squares.—North-
German Lloyd.

PEIRAR, German str., 1,292, C. Ahrens,
30th July.—Saigon 26th July, General.—
Chinese.

SAGAMI, British str., 2,500, F. J. Littlehale's,
31st July.—Manila 28th July, General.—
Doddwell & Co.

SARK, Norwegian str., 2,305, Hansen, 19th July.
—Norfolk 30th April via Singapore 12th
July, Coal.—Shewan, Tomes & Co.

SIKH, British str., 3,216, James Rowley, 5th
July.—New York 4th May, General.—
Doddwell & Co.

TARTAR, British str., 4,425, F. W. Evans, N.R.S.,
25th July.—Vancouver via Japan 27th
July, General.—C. P. & C. Co.

TEA, British str., 1,945, A. Somerville,
30th July.—Manila 27th July, Hemp.—
Butterfield & Swire.

TELEMACHUS, British str., 1,340, J. Williamson,
31st July.—Saigon 27th July, Rice and
General.—Chinese.

THALES, British str., 924, A. J. Robinson, 30th
July.—Swatow 29th July, General.—
Douglas Leprieux & Co.

THEMIS, Norwegian str., 1,209, T. Thomassen,
30th July.—Kobe via Moji 22nd July,
General.—Chinese.

TRIUMPH, German str., 768, A. Hansen, 31st
July.—Fochow, Amoy and Swatow 30th
July, General.—Jensen & Co.

TWINGALE, British str., 2,373, T. Milne,
25th July.—Durban 25th June.—Gibb,
Livingston & Co.

VENUS, British str., 3,303, Foucher, 24th July.
—Cardiff 8th June, Coal.—Order.

YEDDO, British str., 2,974, Baird, 21st July.
—Barry 15th May and Singapore 15th July,
Coal.—Doddwell & Co.

SAILING SHIPS.
E. B. SUTTON, American barque, 1,243, John-
son, 19th July.—Chafco 23rd June, Ballast.
—Order.

ECLIPSE, British ship, 2,973, J. McBrayde, 10th
May.—New York 10th December, 1903,
Coke Oil, Standard Oil Co.

KENTMERE, British ship, 2,334, Burch, 14th
June.—New York 29th January, Kerosine.
—Standard Oil Co.

MARIA, Italian barque, 1,118, D. Urse, 9th
April.—Fremantle 7th Feb., Sandalwood.
—Order.

TRONATE, British barque, 949, A. Hutton,
28th May.—Fremantle 23rd March, Sandal-
wood.—Gillman & Co.

BRITISH WARSHIPS.
CHERUB, water tank and tug.
ECLIPSE, cruiser, Capt. Stokes.
HANDY, torpedo boat destroyer.
HART, torpedo boat destroyer.
LEVATHAN, cruiser, Capt. Kirby.
OTTER, torpedo boat destroyer, Lieut. E. H.
Jelliffe.

TAKU, torpedo-boat destroyer.
TAMAR, receiving ship, Commodore C. G.
Dickson.

VIRAGO, torpedo-boat destroyer.
FOREIGN WARSHIPS.
GENERAL ALAVA, Am. rican transport, Captain
Whitton.

TITANIA, German cruiser, Capt. Schaake.
NOT RESPONSIBLE FOR DEBTS

NEITHER THE CAPTAIN, THE AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

ECLIPSE, British 4-m. barque, J. McBrayde.
Standard Oil Co.
IKUMU, British str., Pearce—Arnhold, Kar-
berg & Co.
LYNDHURST, British 4-m. barque, Parrell—
Standard Oil Co.
KENTMERE, British Ship, T. E. Burch—
Standard Oil Co.
E. B. SUTTON, American barque, Johnson—
Order.

VISITORS AT HOTELS

HONGKONG HOTEL.

Mr. W. M. Anderson

Mr. & Mrs. Bahr and
child

Mr. & Mrs. H. H.
Bachholz

Mr. R. B. Beattie
Mr. & Mrs. J. E. Bing-
ham and child

Mr. R. J. Birbeck
Miss Hiney

Mr. & Mrs. Bissney
Mr. W. S. Bissney

Mr. & Mrs. R. Boggan
Mr. E. A. Bonner

Mr. & Mrs. R. W. Borth-
wick

Mr. A. C. Boughton
Mr. W. B. Boyce

Mr. C. J. Bruce
Mr. E. F. Buschwig

Mr. J. F. Burns
Mr. F. T. Colson

Mr. W. G. Clark
Mr. T. Clark

Mr. H. Coutin
Mr. H. L. Cumine

Mr. G. Cunningham
Mr. A. J. Darby

Mr. F. O. Davies
Mrs. J. T. Davies

Mrs. R. H. Davis & maid
Mr. F. B. Deacon

Mr. G. Deas
Mr. J. H. Dewyshire

Capt. & Mrs. J. Douglas
Mr. T. C. Downing

Mr. A. Emerson
Mr. H. G. Fisher

Mr. O. H. Glazebrook
Mr. C. Glover

Mrs. W. D. Graham
Mr. E. Graham

Mr. A. W. Grant
Ca. t. T. A. Hall

Mr. R. Harding
Mr. A. Harrison

Mr. J. G. Hayton
Mr. W. Keefe Hughes

Mr. J. J. Ikerly
Mr. E. Johnsson

Mr. I. D. Jones

Mr. M. P. Beattie

POST OFFICE NOTICES.

BOOKS CONTAINING—
16 Postage Stamps of 4 cents
12 " " 2 cents
12 " " 1 cent
may be obtained at the counter of the General Post Office and at Kowloon Post Office.
Price \$1.00 each book.
MAILS WILL CLOSE

FOR	PER	DATE
Canton	Kinshon	Tuesday, 2nd, 7.30 A.M.
Swatow, Amoy and Foochow	Thales	Tuesday, 2nd, 10.00 A.M.
Manila	Lepanto	Tuesday, 2nd, 11.00 A.M.
Macao	Hongkong	Tuesday, 2nd, 1.15 P.M.
Samsui, Shikang, Takhing and Wuchow	Kowloon	Tuesday, 2nd, 4.00 P.M.
Kongmoon and Kumbuk	Linton	Tuesday, 2nd, 4.00 P.M.

MACAO, AMOY, SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU and SAN FRANCISCO
Coptic

Canton	Fathian	Tuesday, 2nd, 5.00 P.M.
Namiao	Tachian	Tuesday, 2nd, 5.00 P.M.
Samsui	Hongkong	Tuesday, 2nd, 5.00 P.M.
Macao	Wingchai	Tuesday, 2nd, 5.00 P.M.
Canton	Powen	Wednesday, 3rd, 7.30 A.M.

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)
Express of China

EUROPE, &c., India via Taticorin
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)
P. R. Luitpold

Macao	Hongkong	Wednesday, 3rd, 1.15 P.M.
Singapore, Penang and Calcutta	Gregory Apcar	Wednesday, 3rd, 2.00 P.M.
Manila	Hongkong	Wednesday, 3rd, 4.00 P.M.
Canton	Hongkong	Thursday, 4th, 7.30 A.M.
Shanghai	Hongkong	Thursday, 4th, 7.30 A.M.
Canton	Hongkong	Thursday, 4th, 3.00 P.M.
Shanghai	Hongkong	Thursday, 4th, 3.00 P.M.
Swatow, Chiofo and Tientsin	Hongkong	Friday, 5th, 4.00 P.M.
Cebu and Manila	Hongkong	Saturday, 6th, 9.00 A.M.
Manila	Hongkong	Tuesday, 9th, 10.00 A.M.

EUROPE, &c., India via Taticorin
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)
Occasional

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)
Taylor

Singapore, Penang and Bombay	Capri	Thursday, 11th, 11.00 A.M.
Manila	Zafiro	Thursday, 11th, 9.00 A.M.

EUROPE, &c., India via Taticorin
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)
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TO DAY
Sole, Jewellery, Central Police Station, Messrs. Hughes and Hough, 11.30 a.m.
Regular Mailings of Zealand Lodge, Freemasons' Hall, 8.30 for 9 p.m.
The Tropic Dramatic Co., Theatre Royal, City Hall, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON	ON NEW YORK	ON BOMBAY	ON CALCUTTA	ON SHANGHAI	ON MANILA	ON SINGAPORE	ON HONGKONG	ON BANGKOK
Telegraphic Transfer	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand
Bank Bills, at 30 days sight	Bank Bills, at 30 days sight	Bank Bills, at 30 days sight	Bank Bills, at 30 days sight	Bank Bills, at 30 days sight	Bank Bills, at 30 days sight	Bank Bills, at 30 days sight	Bank Bills, at 30 days sight	Bank Bills, at 30 days sight
Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight
Bank Bills, at 6 months sight	Bank Bills, at 6 months sight	Bank Bills, at 6 months sight	Bank Bills, at 6 months sight	Bank Bills, at 6 months sight	Bank Bills, at 6 months sight	Bank Bills, at 6 months sight	Bank Bills, at 6 months sight	Bank Bills, at 6 months sight

VESSLS EXPECTED.

THE GERMAN MAIL.
The I.G.M. steamer Prinz Regent Luitpold left Kobe via Nagasaki and Shanghai on the 25th July, and may be expected here on Tuesday, the 2nd August.
THE AMERICAN MAIL.
The P.M. steamer Korea left Yokohama for

JOINT STOCK SHARES.

COMPANY	PAID UP	QUOTATIONS.
Hongkong & Shanghai	\$125	100, 100, 100.
Natl. Bank of China	48	38, buyers
A. Shares	48	38, buyers
B. Shares	41	40, buyers
Foun. Shares	125	64, buyers
Beit's Asbestos E. A.	125	64, buyers
Canton-Hongkong Ice	125	64, buyers
Campbell, Moore & Co.	125	64, buyers
China-London Co., Ltd.	125	64, buyers
China Light and	125	64, buyers
Power Co., Ltd.	125	64, buyers
China Prov. L. & M.	125	64, buyers
China Sugar	125	64, buyers
Cigar Companies	125	64, buyers
Alumina, Ltd.	125	64, buyers
Philippine Co.	125	64, buyers
Cotton Mills	125	64, buyers
Euro	125	64, buyers
International	125	64, buyers
Laun Kung Mow	125	64, buyers
Soyabean	125	64, buyers
Hongkong	125	64, buyers
Dairy Farm	125	64, buyers
Farwick & Co., Ltd.	125	64, buyers
Green Island Cement	125	64, buyers
Hongkong & C. Co.	125	64, buyers
Hongkong Electric	125	64, buyers
H. H. L. Tramways	125	64, buyers
Hk. Steam Water	125	64, buyers
Hongkong Ice	125	64, buyers
H. & K. Wharf & G.	125	64, buyers
Hongkong Rope	125	64, buyers
H. & W. Dock	125	64, buyers
Insurance	125	64, buyers
Canton	125	64, buyers
China Traders	125	64, buyers
Hongkong Fire	125	64, buyers
Norta China	125	64, buyers
Union	125	64, buyers
Yangtze	125	64, buyers
Land and Building	125	64, buyers
Hongkong Land Inv.	125	64, buyers
Humphreys E.	125	64, buyers
Kowloon Land & B.	125	64, buyers
West Point Building	125	64, buyers
Shanghai Land	125	64, buyers
Luzon Sugar	125	64, buyers
Charbonnages	125	64, buyers
Punjab	125	64, buyers
Do. Preference	125	64, buyers
Bank of China	125	64, buyers
New Asay Dock	125	64, buyers
Powell, Ltd.	125	64, buyers
Steamship Coys.	125	64, buyers
China and Manila	125	64, buyers
Douglas Steamship	125	64, buyers
H. Canton and M.	125	64, buyers
Indo-China S. N.	125	64, buyers
Shel Transport	125	64, buyers
Trading Co.	125	64, buyers
Do. Preference	125	64, buyers
Star Ferry	125	64, buyers
S.C.F. Boyd & Co., Ltd.	125	64, buyers
S. & H. Dyeing & C.	125	64, buyers
Co., Ltd.	125	64, buyers
S. China Morning Post	125	64, buyers
Tobacco Planting Co.	125	64, buyers
United Asbestos	125	64, buyers
Do.	125	64, buyers
Watkins, Ltd.	125	64, buyers
Watson & Co., A.S.	125	64, buyers

HONGKONG TIDE TABLE.

From 2nd to the 8th August.

High Water	Low Water
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Time	Height	Time	Height
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TO LET.

NO. 11, MOSQUE JUNCTION. Full View of Harbour.
No. 52, HOLLYWOOD ROAD.
And others to suit various requirements.
S. A. SETH.
Land and Estate Broker.
The Dairy Farm Co., Ltd.
Hongkong, 19th July, 1904.

TO LET.

THREE FIRST-CLASS SHOPS.
European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.
No. 7, SALISBURY AVENUE, Kowloon.
Possession 1st August, 1904. Moderate Rental.
Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, 21st June, 1904.

TO LET.

NO. 1, RIFON TERRACE (in FLATS).
No. 4, RIFON TERRACE.
No. 19, WONG-NEI-CHONG ROAD, facing Macao-course.
FLATS in MORETON TERRACE, facing the Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLANKS FERRY).
GODOWNS; PRAYA EAST.
No. 1, CLIFTON GARDENS, Conduit Road.
OFFICES in Nos. 10 & 16, DES VŒUX ROAD, Central.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 29th June, 1904.

TO LET.

A EUROPEAN HOUSE, No. 158, Praya East.
Apply to—
JARDINE, MATHESON & CO.
Hongkong, 15th July, 1904.

TO LET.

HONGKONG CLUB.
TO LET.
A SUITE OF TWO ROOMS, on the Ground Floor of the Annex, suitable for Office. For particulars apply to the undersigned.
C. H. GRACE, Secretary.
Hongkong, 4th June, 1904.

TO LET.

2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd June, 1904.

TO LET.

NOS. 15, 17 & 19, SEYMOUR ROAD.
Nos. 6 & 8, CASTLE ROAD.
No. 74, CAINE ROAD.
Apply to—
COMPRADORE DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 18th July, 1904.

TO LET.

1ST and 2ND FLOORS, No. 33, QUEEN'S ROAD CENTRAL, suitable for Office.
Apply to—
THE YEE WO,
No. 35, Queen's Road Central.
Hongkong, 23rd May, 1904.

TO LET.

NO. 1, STEWART TERRACE, the Peak.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th March, 1904.

TO LET.

IMMEDIATE Possession, ONE ROOM, Top Floor of Prince's Buildings, suitable for Office.
Apply to—
S. J. DAVID & CO.
Hongkong, 2nd July, 1904.

TO LET.

3RD FLOOR, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd June, 1904.

TO LET.

LARGE AIRY ROOMS in Offices Building in British Concession, Canton.
For particulars, apply to—
P. O. BOX 22,
Care of Daily Press Office.
Hongkong, 17th June, 1904.

TO LET.

Immediate Possession—for 18 months.
"LIGHTOR," the PEAK.
Apply to—
JERSEN & CO.
Hongkong, 27th April, 1904.

TO LET.

5 NEW HOUSES in Bonham Road (on Lot 591).
Apply to—
LEUNG TUNG PING,
Care of Kin Lee & Co.,
4, Queen's Road East.
Hongkong, 19th July, 1904.

TO LET.

TWO ROOMS, on the First Floor of Alexandra Buildings.
Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 17th June, 1904.

TO LET.

THE HYRIE (PEAK).
BELLIOS TERRACE, Nos. 10, 13 & 21.
No. 3, SEYMOUR TERRACE (Furnished).
"BANGOUR" (Peak) from 1st August.
No. 2, BELLIOS TERRACE (Lower Terrace).
Apply to—
Linstead & Davis.
Hongkong, 27th July, 1904.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain R. D. Thomas.
S.S. "POWAN," 2,363 tons, Captain G. F. Morrison, R.N.R.
S.S. "FATSHAN," 2,260 tons, Captain W. A. Valentie.
S.S. "HANKOW," 2,075 tons, Captain B. Branch.
S.S. "KINSHAN," 2,860 tons, Captain J. J. Lossius.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 5.30 p.m. and 9 p.m. (Saturday excepted).
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River.
Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,988 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at about 2 p.m. During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table. Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 7.30 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.
This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE

INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willor.
S.S. "NANNING," 569 tons, Captain C. Hatchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LD.

PEERLESS SCOTS WHISKIES

HAIG & HAIG, LD., DISTILLERS SINCE 1879.

3 Star, SPECIAL—The finest of all "Peerless" WHISKIES at ... \$13.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00
Stop drinking rank, smoky stuff, because "it comes through the